



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2007-11

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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 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



2006-24-08 Pratt & Whitney Canada: Amendment 39-14837. Docket No. FAA-2006-26319; Directorate Identifier 2006-NE-35-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective December 19, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Pratt & Whitney Canada (P&WC) PW535A turbofan engines that have fuel manifold, part number (P/N) 3052627-01, installed. These engines are installed on, but not limited to Cessna Airplane Co. model 560 Citation Ultra Encore airplanes.

Reason

(d) There have been three reported incidents of PW535A engines leaking fuel in service. Investigation revealed the manufacturing process of the fuel manifold introduced characteristics that have resulted in a loss of sealing at a crimped joint. PW535A fuel manifold leakage that could result in engine fire, in-flight shutdown or damage to the airframe.

Actions and Compliance

(e) Accomplish the following, in accordance with the instructions of P&WC Alert Service Bulletin PW500-72-A30314, dated September 27, 2006.

(1) For engines with fuel manifold, part number (P/N) 3052627-01, that has a total time since new (TTSN) of 1500 flight hours or higher: Within 50 flight hours or 60 days after the effective date of this AD, whichever occurs first, replace fuel manifold, P/N 3052627-01, with a serviceable part.

(2) For engines with fuel manifold, part number (P/N) 3052627-01, that has less than a total time since new (TTSN) of 1500 flight hours: Within 150 flight hours or 90 days after the effective date of this AD, whichever occurs first, replace fuel manifold, P/N 3052627-01, with a serviceable part.

Definition

- (f) A serviceable part is any replacement part except fuel manifold, P/N 3052627-01.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

- (1) This AD is applicable to any engine that has fuel manifold, (P/N) 3052627-01, installed.
- (2) This AD allows replacing fuel manifold P/N 3052627-01 with a serviceable part as defined in paragraph (f) of this AD.

Other FAA AD Provisions

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

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

(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 Transport Canada Airworthiness Directive CF-2006-22, dated October 26, 2006, and P&WC Alert Service Bulletin PW500-72-A30314, dated September 27, 2006, for related information.

(i) Contact: Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA, 01803; telephone (781) 238-7178; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Pratt & Whitney Canada Alert Service Bulletin PW500-72-A30314, dated September 27, 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 Pratt and Whitney Canada Customer Help Desk at 1-800-268-8000.

(3) You may review copies at the FAA, New England Region, Office of the Regional Counsel, 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 22, 2006.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.



2007-10-09 Boeing: Amendment 39-15050. Docket No. FAA-2005-22288; Directorate Identifier 2005-NM-132-AD.

Effective Date

- (a) This AD becomes effective June 1, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Boeing Model 747-400 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-53A2660, dated November 16, 2006.

Unsafe Condition

(d) This AD results from several reports indicating that fatigue cracking was found in upper deck floor beams made from 7000 series aluminum alloy. We are issuing this AD to detect and correct cracking in the upper deck floor beam at station 400, which could extend and sever the floor beam. A severed floor beam could result in loss of controllability and rapid decompression 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.

Repetitive Inspections and Corrective Actions

(f) At the applicable times specified in Table 1 of paragraph 1.E. of Boeing Alert Service Bulletin 747-53A2660, dated November 16, 2006, do the actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD and do all applicable corrective actions, by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2660, dated November 16, 2006; except where the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair the crack using a method approved in accordance with paragraph (g) of this AD. Do all applicable corrective actions before further flight.

(1) Repetitive detailed inspections for any crack in the upper deck floor beam at the intersection of the floor beam and frame on both sides of the airplane.

(2) Repetitive open hole high frequency eddy current (HFEC) inspections for any crack in certain fastener holes at the intersection of the floor beam upper chord and the frame inner chord on both sides of the airplane.

(3) Repetitive open hole HFEC inspections for any crack in the upper deck floor beam at all floor panel attachment fastener holes through the forward and aft horizontal flanges of the floor beam upper chord, from the left body frame to the right body frame.

Alternative Methods of Compliance (AMOCs)

(g)(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.

Material Incorporated by Reference

(h) You must use Boeing Alert Service Bulletin 747-53A2660, dated November 16, 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 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, S.W., 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 May 7, 2007.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-9396 Filed 5-16-07; 8:45 am]



2007-10-10 Airbus: Amendment 39-15051. Docket No. FAA-2006-26120; Directorate Identifier 2006-NM-184-AD.

Effective Date

- (a) This AD becomes effective June 27, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Airbus Model A300-600 series airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections and critical design configuration control limitations (CDCCLs). Compliance with the operator maintenance documents is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections and CDCCLs, the operator may not be able to accomplish the inspections and CDCCLs described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections and CDCCLs that will preserve the critical ignition source prevention feature of the affected fuel system.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors caused by latent failures, alterations, repairs, or maintenance actions, could result in fuel tank explosions and consequent 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.

Revise Airworthiness Limitations Section (ALS) To Incorporate Fuel Maintenance and Inspection Tasks

(f) Within 3 months after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A300-600 ALS Part 5–Fuel Airworthiness Limitations, dated May 31, 2006, as defined in Airbus A300-600 Fuel Airworthiness Limitations, Document 95A.1929/05, Issue 1, dated December 19, 2005 (approved by the European Aviation Safety Agency (EASA) on March 13, 2006), Section 1, “Maintenance/Inspection Tasks” (hereafter referred to as “Section 1 of Document 95A.1929/05”). For all tasks identified in Section 1 of Document 95A.1929/05, the initial compliance times start from the later of the times specified in paragraphs (f)(1) and (f)(2) of this AD, and the repetitive inspections must be accomplished thereafter at the intervals specified in Section 1 of Document 95A.1929/05, except as provided by paragraph (g) of this AD.

(1) The effective date of this AD.

(2) The date of issuance of the original French standard airworthiness certificate or the date of issuance of the original French export certificate of airworthiness.

Note 2: Airbus Operator Information Telex (OIT) SE 999.0076/06, dated June 20, 2006, identifies the applicable sections of the Airbus A300-600 airplane maintenance manual necessary for accomplishing the tasks specified in Section 1 of Document 95A.1929/05.

Initial Compliance Time for Task 28-18-00-03-1

(g) For Task 28-18-00-03-1, “Operational check of lo-level/underfull/calibration sensors,” identified in Section 1 of Document 95A.1929/05: The initial compliance time is the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD. Thereafter, Task 28-18-00-03-1 must be accomplished at the repetitive interval specified in Section 1 of Document 95A.1929/05.

(1) Prior to the accumulation of 40,000 total flight hours.

(2) Within 72 months or 20,000 flight hours after the effective date of this AD, whichever occurs first.

Revise ALS To Incorporate CDCCLs

(h) Within 12 months after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness to incorporate Airbus A300-600 ALS Part 5–Fuel Airworthiness Limitations, dated May 31, 2006, as defined in Airbus A300-600 Fuel Airworthiness Limitations, Document 95A.1929/05, Issue 1, dated December 19, 2005 (approved by the EASA on March 13, 2006), Section 2, “Critical Design Configuration Control Limitations.”

No Alternative Inspections, Inspection Intervals, or CDCCLs

(i) Except as provided by paragraph (j) of this AD: After accomplishing the actions specified in paragraphs (f) and (h) of this AD, no alternative inspections, inspection intervals, or CDCCLs may be used.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, 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.

Related Information

(k) EASA airworthiness directive 2006-0201, dated July 11, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use Airbus A300-600 ALS Part 5–Fuel Airworthiness Limitations, dated May 31, 2006; and Airbus A300-600 Fuel Airworthiness Limitations, Document 95A.1929/05, Issue 1, dated December 19, 2005; 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, 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 May 7, 2007.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-9399 Filed 5-22-07; 8:45 am]



2007-10-11 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-15052.
Docket No. FAA-2006-24696; Directorate Identifier 2006-NM-038-AD.

Effective Date

(a) This AD becomes effective June 21, 2007.

Affected ADs

(b) None.

Applicability

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

Table 1 – Applicability

EMBRAER Model -	As identified in -
EMB-145LR, -145XR, -145MP, and -135LR airplanes	EMBRAER Service Bulletin 145-28-0028, dated November 7, 2005
EMB-135BJ airplanes	EMBRAER Service Bulletin 145LEG-28-0030, dated April 19, 2006

Unsafe Condition

(d) This AD results from a report of the failure of a fitting clamp of an electrical bonding cable for the fuel tubing. We are issuing this AD to prevent loss of bonding protection in the interior of the fuel tanks or adjacent areas, and a consequent potential source of ignition in a fuel tank and possible fire or explosion.

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.

Electrical Bonding Clamp Replacement

(f) At the time specified in paragraph (f)(1) or (f)(2) of this AD, as applicable: Replace the electrical bonding clamps having part numbers AN735D6 and AN735D4 inside the forward fuel tank or the ventral, wing stub, and wing fuel tanks, and adjacent areas, as applicable; by accomplishing all actions specified in the Accomplishment Instructions of the applicable service bulletin identified in Table 2 of this AD.

Table 2 – Applicable Service Information

For EMBRAER Model -	Use -
EMB-145LR, -145XR, -145MP, and -135LR airplanes	EMBRAER Service Bulletin 145-28-0028, dated November 7, 2005
EMB-135BJ airplanes	EMBRAER Service Bulletin 145LEG-28-0030, dated April 19, 2006

(1) For Model EMB-145LR, -145XR, and -145MP airplanes; and Model EMB-135LR airplanes: Within 5,000 flight hours after the effective date of this AD.

(2) For Model EMB-135BJ airplanes: Within 4,000 flight hours or 48 calendar months after the effective date of this AD, whichever occurs first.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(h) Brazilian airworthiness directive 2006-02-03R2, effective October 8, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 145-28-0028, dated November 7, 2005; or EMBRAER Service Bulletin 145LEG-28-0030, dated April 19, 2006; 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 Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil, 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 May 7, 2007.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-9401 Filed 5-16-07; 8:45 am]



2007-10-12 Boeing: Amendment 39-15053. Docket No. FAA-2007-26864; Directorate Identifier 2006-NM-228-AD.

Effective Date

(a) This AD becomes effective June 27, 2007.

Affected ADs

(b) This AD supersedes AD 2005-12-05.

Applicability

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

Table 1 – Applicability

Airplane Manufacturer	Airplane Model	Equipped with C&D Zodiac, Inc. Reinforced Flight Deck Doors Installed in Accordance with Supplemental Type Certificate (STC) -
Boeing	737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes	ST01335LA
Boeing	757-200 and -300 series airplanes	ST01334LA
McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes	ST01391LA

Unsafe Condition

(d) This AD results from a report of smoke and fumes in the cockpit of a Model 737-300 series airplane. We are issuing this AD to prevent inadvertent release of the decompression latch and consequent opening of the decompression panel in the flight deck door, or penetration of the flight deck door by smoke, any of which could result in injury to the airplane flightcrew. We are also issuing this AD to detect and correct wire chafing, which could result in arcing, fire, and/or reduced 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 2005-12-05

Note 1: Where there are differences between this AD and the referenced service bulletins, this AD prevails.

Modification

(f) For airplanes listed in Table 2 of this AD: Within 90 days after July 25, 2003 (the effective date of AD 2003-14-04, amendment 39-13223), modify the reinforced flight deck door according to paragraph (f)(1), (f)(2), or (f)(3) of this AD, as applicable. (AD 2003-14-04 was superseded by AD 2005-12-05.)

Table 2 – Airplane Models Subject to Requirements of AD 2003-14-04

Airplane Manufacturer	Airplane Models	Identified in C&D Aerospace Service Bulletin
Boeing	737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes	B221001-52-03, Revision 3, dated March 25, 2003
Boeing	757-200 and -300 series airplanes	B231001-52-02, Revision 4, dated March 19, 2003
McDonnell Douglas	DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes	B211200-52-02, Revision 1, dated June 3, 2003

(1) For Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes: Modify the upper and lower pressure relief latch assemblies on the flight deck door by doing all actions specified in and according to paragraphs 3.A., 3.B., and 3.C. of the Accomplishment Instructions of C&D Aerospace Service Bulletin B221001-52-03, Revision 3, dated March 25, 2003. One latch strap should be installed at the bottom of the upper pressure relief assembly, and a second latch strap should be installed at the top of the lower pressure relief assembly. When properly installed, the strap should cover a portion of the latch hook.

(2) For Boeing Model 757-200 and -300 series airplanes: Modify the upper and lower pressure relief latch assemblies on the flight deck door by doing all actions specified in and according to paragraphs 3.A., 3.B., and 3.C. of the Accomplishment Instructions of C&D Aerospace Service Bulletin B231001-52-02, Revision 4, dated March 19, 2003. One latch strap should be installed at the bottom of the upper pressure relief assembly, and a second latch strap should be installed at the top of the lower pressure relief assembly. When properly installed, the strap should cover a portion of the latch hook.

(3) For McDonnell Douglas DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes: Install spacers in the upper and lower pressure relief latch assemblies of the flight deck door, by doing all actions specified in and according to paragraphs 3.A., 3.C., and 3.D. of C&D Aerospace Service Bulletin B211200-52-02, Revision 1, dated June 3, 2003; or Revision 2, dated September 29, 2003.

Modifications Accomplished Per Previous Issues of Service Bulletin

(g) For airplanes listed in Table 2 of this AD: Modifications accomplished before July 25, 2003, in accordance with a service bulletin listed in paragraph (g)(1), (g)(2), or (g)(3) of this AD; as applicable; are considered acceptable for compliance with the corresponding action specified in paragraph (f) of this AD.

(1) For Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes: C&D Aerospace Service Bulletin B221001-52-03, dated December 6, 2002; Revision 1, dated January 2, 2003; or Revision 2, dated February 20, 2003.

(2) For Boeing Model 757-200 and -300 series airplanes: C&D Aerospace Service Bulletin B231001-52-02, dated December 6, 2002; Revision 1, dated January 2, 2003; Revision 2, dated February 20, 2003; or Revision 3, dated March 7, 2003.

(3) For McDonnell Douglas DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes: C&D Aerospace Service Bulletin B211200-52-02, dated April 30, 2003.

Parts Installation

(h) As of July 25, 2003, no person may install, on any airplane, a reinforced flight deck door having any part number (P/N) listed in paragraph 1.A. of C&D Aerospace Service Bulletin B221001-52-03, Revision 3, dated March 25, 2003; B231001-52-02, Revision 4, dated March 19, 2003; or B211200-52-02, Revision 1, dated June 3, 2003; as applicable; unless the door has been modified as required by paragraph (f) of this AD.

Model 737 and 757 Series Airplanes: Revise Maintenance Program

(i) For Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes; and Model 757-200 and -300 series airplanes: Within 6 months after July 19, 2005 (the effective date of AD 2005-12-05), revise the FAA-approved maintenance inspection program to include the information specified in C&D Aerospace Report CDRB22-69, Revision E, dated November 8, 2002.

Modifications to Flight Deck Door

(j) Modify the reinforced flight deck door by doing all applicable actions specified in the applicable service bulletin listed in Table 3 of this AD at the applicable compliance time specified in that table. Where the applicable service bulletin includes an instruction to install a placard to show that the service bulletin has been accomplished, this AD does not require that action.

Table 3 – New Modifications to the Flight Deck Door

For these Models –	Equipped with a flight deck door assembly having this P/N –	Within this compliance time after July 19, 2005 –	Do all actions in the Accomplishment Instructions of –
McDonnell Douglas Model DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes	B211200	6 months	C&D Aerospace Service Bulletin B211200-52-01, Revision 3, dated September 18, 2003
McDonnell Douglas Model MD-11 and MD-11F airplanes	B251200	6 months	C&D Aerospace Service Bulletin B251200-52-01, dated April 30, 2003
Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes; and Model 757-200 and -300 series airplanes	B221200	18 months	C&D Aerospace Service Bulletin B221200-52-01, Revision 1, dated June 27, 2003
Boeing Model 737-200, -300, -400, -500, -600, -700, -800, and -900 series airplanes	B221001	18 months	C&D Aerospace Service Bulletin B221001-52-03, Revision 3, dated March 25, 2003; except as provided by paragraph (k) of this AD
Boeing Model 757-200 and -300 series airplanes	B231001	18 months	C&D Aerospace Service Bulletin B231001-52-02, Revision 4, dated March 19, 2003; except as provided by paragraph (k) of this AD

McDonnell Douglas DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F airplanes	B211200	18 months	C&D Aerospace Service Bulletin B211200-52-02, Revision 1, dated June 3, 2003; or Revision 2, dated September 29, 2003; except as provided by paragraph (k) of this AD
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(k) For airplanes subject to paragraph (f) of this AD: Actions required by paragraph (f) of this AD that were done within the compliance time specified in paragraph (f) of this AD do not need to be repeated in accordance with paragraph (j) of this AD.

Modifications Accomplished per Previous Issues of Service Bulletin

(l) Modifications accomplished before July 19, 2005, in accordance with an applicable service bulletin listed in Table 4 of this AD are considered acceptable for compliance with the corresponding action specified in paragraph (j) of this AD.

Table 4 – Acceptable Service Information for Previous Modifications

Service Bulletin	Revision Level	Date
C&D Aerospace Service Bulletin B211200-52-01	Original	February 27, 2003
C&D Aerospace Service Bulletin B211200-52-01	1	March 7, 2003
C&D Aerospace Service Bulletin B211200-52-01	2	June 3, 2003
C&D Aerospace Service Bulletin B211200-52-02	Original	April 30, 2003
C&D Aerospace Service Bulletin B221001-52-03	Original	December 6, 2002
C&D Aerospace Service Bulletin B221001-52-03	1	January 2, 2003
C&D Aerospace Service Bulletin B221001-52-03	2	February 20, 2003
C&D Aerospace Service Bulletin B221200-52-01	Original	April 30, 2003

C&D Aerospace Service Bulletin B231001-52-02	Original	December 6, 2002
C&D Aerospace Service Bulletin B231001-52-02	1	January 2, 2003
C&D Aerospace Service Bulletin B231001-52-02	2	February 20, 2003
C&D Aerospace Service Bulletin B231001-52-02	3	March 7, 2003

Model 737-200 Series Airplanes: Wiring Modification/Inspection

(m) For Boeing Model 737-200 series airplanes equipped with flight deck door assembly P/N B221001: Within 18 months after July 19, 2005, do paragraphs (m)(1) and (m)(2) of this AD.

(1) Rework the wiring for the flight deck door to relocate a power wire for the flight deck door, in accordance with the Accomplishment Instructions of C&D Aerospace Alert Service Bulletin B221001-52A05, Revision 3, dated October 3, 2003. Actions accomplished before July 19, 2005, in accordance with C&D Aerospace Alert Service Bulletin B221001-52A05, dated April 17, 2003; Revision 1, dated May 14, 2003; or Revision 2, dated June 19, 2003; are acceptable for compliance with the corresponding action required by this paragraph.

(2) Perform a general visual inspection for chafing of wire bundles in the area of the flight deck door and applicable corrective actions by doing all of the actions in the Accomplishment Instructions of C&D Aerospace Alert Service Bulletin B221001-52A02, dated November 5, 2002; except where the service bulletin specifies installing a placard, this AD does not require that action. Any applicable corrective actions must be done before further flight.

Note 2: For the purposes of this AD, a general visual inspection is “a visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.”

Parts Installation

(n) As of July 19, 2005, no person may install a reinforced flight deck door under any STC listed in Table 1 of this AD, on any airplane, unless all applicable requirements of this AD have been done on the door.

New Requirements of This AD

Inspection and Corrective Actions if Necessary for Certain Airplanes

(o) For Boeing Model 737-300, -400, and -500 series airplanes equipped with flight deck door assembly P/N B221001: Within 18 months after the effective date of this AD, do the actions specified in paragraph (m)(2) of this AD.

Alternative Methods of Compliance (AMOCs)

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

(3) AMOCs approved previously in accordance with AD 2005-12-05 are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(q) You must use the service information listed in Table 5 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 5 – Material Incorporated by Reference

Service Information	Revision Level	Date
C&D Aerospace Alert Service Bulletin B221001-52A02	Original	November 5, 2002
C&D Aerospace Alert Service Bulletin B221001-52A05	3	October 3, 2003
C&D Aerospace Service Bulletin B211200-52-01	3	September 18, 2003
C&D Aerospace Service Bulletin B211200-52-02	1	June 3, 2003
C&D Aerospace Service Bulletin B211200-52-02	2	September 29, 2003
C&D Aerospace Service Bulletin B221001-52-03	3	March 25, 2003
C&D Aerospace Service Bulletin B221200-52-01	1	June 27, 2003

C&D Aerospace Service Bulletin B231001-52-02	4	March 19, 2003
C&D Aerospace Service Bulletin B251200-52-01	Original	April 30, 2003
C&D Aerospace Report CDRB22-69	E	November 8, 2002

(1) On July 19, 2005 (70 FR 37152, June 28, 2005), the Director of the Federal Register approved the incorporation by reference of the service information listed in Table 6 of this AD.

Table 6 – Material Incorporated by Reference on July 19, 2005

Service Information	Revision Level	Date
C&D Aerospace Alert Service Bulletin B221001-52A02	Original	November 5, 2002
C&D Aerospace Alert Service Bulletin B221001-52A05	3	October 3, 2003
C&D Aerospace Service Bulletin B211200-52-01	3	September 18, 2003
C&D Aerospace Service Bulletin B211200-52-02	2	September 29, 2003
C&D Aerospace Service Bulletin B221200-52-01	1	June 27, 2003
C&D Aerospace Service Bulletin B251200-52-01	Original	April 30, 2003
C&D Aerospace Report CDRB22-69	E	November 8, 2002

(2) On July 25, 2003 (68 FR 41063, July 10, 2003), the Director of the Federal Register approved the incorporation by reference of the service information listed in Table 7 of this AD.

Table 7 – Material Incorporated by Reference on July 25, 2003

Service Bulletin	Revision Level	Date
C&D Aerospace Service Bulletin B211200-52-02	1	June 3, 2003
C&D Aerospace Service Bulletin B221001-52-03	3	March 25, 2003
C&D Aerospace Service Bulletin B231001-52-02	4	March 19, 2003

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207; Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024); or C&D Aerospace, 5701 Bolsa Avenue, Huntington Beach, California 92647-2063; 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 May 7, 2007.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-9842 Filed 5-22-07; 8:45 am]



2007-10-14 British Aerospace Regional Aircraft: Amendment 39-15055; Docket No. FAA-2007-27213; Directorate Identifier 2007-CE-012-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 26, 2007.

Affected ADs

- (b) Supersedes AD 2003-07-06, Amendment 39-13102.

Applicability

- (c) This AD applies to Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

Subject

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

Reason

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

Cracking has been found in the nose landing gear steering jack piston rod adjacent to the eye-end. This was caused by the application of excessive tightening torque applied to the eye-end whilst being assembled during component overhaul. Failure of the steering jack piston during operation will result in loss of nose wheel steering, which may lead to loss of directional control during critical phases of take-off and landing.

The inspections and any required rectification actions detailed in BAe Systems Service Bulletin 32-JA030644 and associated APPH Service Bulletin 32-76 Revision 1 are required to be performed to ensure continued airworthiness of the aircraft.

Retained Requirements of AD 2003-07-06

- (f) Unless already done, do the following actions in accordance with the procedures in APPH Ltd. Service Bulletin 32-76 (pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002), as referenced in BAE Systems British Aerospace Jetstream Mandatory Service Bulletin 32-JA020741, Original Issue: November 2, 2002; or APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003, as referenced in BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003.

- (1) Inspect the steering jack piston rod for cracks within the next 90 days or 200 ground-air-ground (GAG) cycles after May 22, 2003 (the effective date of AD 2003-07-06), whichever occurs first.

(2) If cracks are found, replace the cracked steering jack piston rod. Install the new steering jack piston rod using a torque setting of 175 lbf (pound force) inch or 20 Nm (Newton meters) when tightening the end fitting and stop bolt before further flight after the inspection required in paragraph (f)(1) of this AD.

(3) If no cracks are found, determine the torque setting of the steering jack piston rod end fitting and stop bolt before further flight after the inspection required in paragraph (f)(1) of this AD.

New Requirements of This AD: Actions and Compliance

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

(1) Within 90 days after June 26, 2007 (the effective date of this AD), recalculate the safe life of the steering jack piston rod and re-torque the piston rod eye-end in accordance with APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003, as referenced in paragraph 2, Part 2 of BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003.

(2) If the piston rod is found unserviceable when inspected in accordance with APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003, as referenced in paragraph 2, Part 2 of BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003, before further flight remove the steering jack and replace with a serviceable unit.

(3) As of June 26, 2007 (the effective date of this AD), before a steering jack piston rod is installed, it must be inspected and the safe life determined in accordance APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003, as referenced in paragraph 2 of BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, 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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. 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) AMOCs approved for AD 2003-07-06 are not approved for this AD.

(3) 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.

(4) Reporting Requirements: For any reporting requirement in this AD, 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 and has assigned OMB Control Number 2120-0056.

Related Information

(i) Refer to MCAI Civil Aviation Authority AD No. G-2004-0029, dated December 20, 2004; BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003; BAE Systems British Aerospace Jetstream Mandatory Service Bulletin 32-JA020741, Original Issue: November 2, 2002; APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003; and APPH Ltd. Service Bulletin 32-76, pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002, for related information.

Material Incorporated by Reference

(j) You must use APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003; as referenced in BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003; and APPH Ltd. Service Bulletin 32-76, pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002; as referenced in BAE Systems British Aerospace Jetstream Mandatory Service Bulletin 32-JA020741, Original Issue: November 2, 2002; 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 APPH Ltd. Service Bulletin 32-76, Revision 1, dated August 2003; as referenced in BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA030644, dated October 6, 2003, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On May 22, 2003 (68 FR 16195, April 3, 2003), the Director of the Federal Register approved the incorporation by reference of APPH Ltd. Service Bulletin 32-76, pages 1, 2, and 4 through 7, dated October 2002; and page 3, Erratum 1, dated November 2002, as referenced in BAE Systems British Aerospace Jetstream Mandatory Service Bulletin 32-JA020741, Original Issue: November 2, 2002.

(3) For service information identified in this AD, contact BAE Systems, Prestwick International Airport, Ayshire, KA9 2RW, Scotland; telephone: (01292) 675207; fax: (01292) 675704.

(4) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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 Kansas City, Missouri, on May 9, 2007.

Charles L. Smalley,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 07-2522 Filed 5-21-07; 8:45 am]



2007-10-16 British Aerospace Regional Aircraft Jetstream: Amendment 39-15057; Docket No. FAA-2006-26284; Directorate Identifier 2006-CE-68-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 22, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 55: Structures.

Reason

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

The Airworthiness Limitations Section of the Aircraft Maintenance Manual (AMM) applicable to the British Aerospace Jetstream 3200 has been revised. Some lives have been amended and new lives introduced. Compliance with these requirements is necessary to maintain airworthiness.

From the effective date of this Airworthiness Directive (AD), comply with the requirements of BAE Jetstream Series 3200 Aircraft Maintenance Manual, Chapter 05-10-05, Airworthiness Limitations Description and Operation Section*, Revision 14 or later EASA approved revision.

*Only the structural fatigue tasks are mandated by this AD, the following tasks are not addressed by this AD: All the tasks recorded in Tables 2, 4, 5 and 8. Together with the Table No 3–task 27-70-000 Gust lock system.

Actions and Compliance

- (f) Within the next 60 days after June 22, 2007 (the effective date of this AD) do the following, unless already done:

(1) Incorporate the information referenced below from Aircraft Maintenance Manual 05-10-05 001–AIRWORTHINESS LIMITATIONS–DESCRIPTION AND OPERATION–BAe Jetstream 32, dated January 11, 2006, for Recurring Mandatory Inspections and Maintenance Actions into the Airworthiness Limitations section of the Instructions for Continued Airworthiness or other FAA-approved maintenance document.

You may use a later European Aviation Safety Agency (EASA)-approved revision that incorporates these same life limits.

Table No. in Document	Affected Areas	AD Applies
(i) Table No. 1	Wing, Fuselage, Fin, Tailplane, Engine mounting, Flap system.	Yes
(ii) Table No. 2	Electrical Power (all Items)	No
(iii) Table No. 3	Rudder pedal/brake master cylinder attachment brackets	Yes
(iv) Table No. 3	Gust lock system	No
(v) Table No. 4 and Table No. 5	Ice and rain protection (all items)	No
(vi) Table No. 6 and Table No. 7	Landing gear (all items)	Yes
(vii) Table No. 8	Lighting (all items)	No
(viii) Table No. 9	Doors (all items)	Yes
(ix) Table No. 10	Fuselage (all items)	Yes
(x) Table No. 11	Stabilizers (all items)	Yes
(xi) Table No. 12	Wings (all items)	Yes

(2) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the actions of this AD. Make an entry into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI requires you to comply with a version of a maintenance manual that changes life limits. The FAA requires such changes through a change to the Airworthiness Limitations section of the Instructions for Continued Airworthiness or other FAA-approved maintenance document, and the FAA is mandating this through this AD.

(2) We added information in paragraph (f) that allows the owner/operator to insert this information into the Airworthiness Limitations section of the Instructions for Continued Airworthiness or other FAA-approved maintenance document. Without this information, a licensed mechanic would be required to do the action.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. 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 (44 U.S.C. 3501 et seq.), 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 Civil Aviation Authority AD No. G-2004-0024, Issue Date: September 22, 2004, EASA approved on September 16, 2004, under approval number 2004-9648, for related information.

Issued in Kansas City, Missouri, on May 9, 2007.

Charles L. Smalley,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 07-2472 Filed 5-17-07; 8:45 am]



2007-11-03 Dornier Luftfahrt GmbH: Amendment 39-15060; Docket No. FAA-2007-27295; Directorate Identifier 2007-CE-013-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 26, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 airplanes, all serial numbers, certificated in any category.

Subject

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

Reason

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

During a maintenance inspection, cracks were found on the centre section of fuselage frame 19. The investigation on the root cause is still in progress. Fuselage frame 19 supports the rear side of the main landing gear (MLG). This condition, if not corrected, could cause collapse of frame 19, leading to subsequent collapse of a MLG. Since an unsafe condition has been identified that may exist or develop on other aircraft of this type design, this Airworthiness Directive (AD) requires a visual inspection of the affected fuselage frame and, if discrepancies are found, reporting the results to the TC holder. This is considered to be an interim action.

Actions and Compliance

- (f) Unless already done, do the following actions:

- (1) For all airplanes, within 25 hours time-in-service (TIS) after the effective date of this AD, visually inspect the affected fuselage frame 19 using the instructions in Dornier 228 RUAG Alert Service Bulletin No. ASB-228-266, dated December 1, 2006.

(2) If any crack is found during the inspection required in paragraph (f)(1) of this AD, before further flight, contact RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Germany; telephone: +49-(0)8153-30-2280; fax: +49-(0)8153-30-3030; e-mail: customersupport.dornier228@ruag.com for FAA-approved repair instructions and incorporate the repair on the airplane.

Note 1: This is considered interim action. The State of Design and DORNIER LUFTFAHRT GmbH are looking at a possible repetitive inspection program and/or modification program to address this condition for the long-term. In the meantime, the FAA recommends that you incorporate the above inspection into your regular maintenance program.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI requires different compliance times for airplanes operated in different conditions. The FAA is not able to enforce compliance times based on airplane operations since there is no way of determining the amount of operations in different conditions. To ensure the unsafe condition is addressed adequately and timely, we are requiring the inspection for all airplanes at 25 hours TIS.

(2) The MCAI allows flight with known cracks provided they do not exceed a certain limit. FAA policy does not allow flight with cracks in primary structure. Since the fuselage is considered primary structure, we are mandating repair before further flight after any crack is found.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Karl Schletzabaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found 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.

(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 (44 U.S.C. 3501 et seq.), 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 European Aviation Safety Agency (EASA) AD No: 2007-0028, dated February 5, 2007; and Dornier 228 RUAG Alert Service Bulletin No. ASB-228-266, dated December 1, 2006, for related information.

Material Incorporated by Reference

(i) You must use Dornier 228 RUAG Alert Service Bulletin No. ASB-228-266, dated December 1, 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 RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, D-82231 Wessling, Federal Republic of Germany; telephone: 49 8153 302280.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; 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 Kansas City, Missouri, on May 11, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-9600 Filed 5-21-07; 8:45 am]



2007-11-07 Boeing: Docket No. FAA-2007-28253; Directorate Identifier 2007-NM-031-AD; Amendment 39-15064.

Effective Date

- (a) This AD becomes effective June 6, 2007.

Affected ADs

- (b) This AD supersedes AD 99-21-15.

Applicability

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report of a fuel tank explosion on a Model 727-200F airplane on the ground, and a report of chafed wires and a damaged power cable sleeve of a fuel boost pump discovered during an inspection on a Model 737-300 airplane. (The fuel boost pump installation on certain Model 737 airplanes is almost identical to the installation on Model 727 airplanes.) We are issuing this AD to detect and correct chafing of the fuel boost pump electrical wiring and leakage of fuel into the conduit, and to prevent electrical arcing between the wiring and the surrounding conduit, which could result in arc-through of the conduit, and consequent fire or explosion of the fuel tank.

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 Certain Requirements of AD 99-21-15

Certain Inspections Required by AD 98-11-52

(f) For Model 737-100, -200, -300, -400, and -500 series airplanes: Prior to the accumulation of 30,000 total flight hours or within 45 days after June 29, 1998 (the effective date of AD 98-11-52, amendment 39-10611, which was superseded by AD 98-19-09), whichever occurs later, remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring, in accordance with the procedures specified in Boeing Alert Service Bulletin 737-28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7,

1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

Inspections Required by AD 98-19-09

(g) For Model 737-100, -200, -300, -400, and -500 series airplanes that have accumulated 20,000 or more total flight hours and less than 30,000 total flight hours as of October 15, 1998 (the effective date of AD 98-19-09, amendment 39-10751, which was superseded by AD 99-21-15): Within 60 days after October 15, 1998, remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring; in accordance with the procedures specified in Boeing Alert Service Bulletin 737-28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

Inspections Required by AD 99-21-15

(h) For Model 737-100, -200, -300, -400, and -500 series airplanes: Remove the fuel boost pump wiring from the in-tank conduit for the aft boost pumps in main tanks numbers 1 and 2, and the center tank left and right boost pumps, and perform a detailed visual inspection to detect damage of the wiring; at the time specified in paragraph (h)(1) or (h)(2) of this AD, as applicable. Perform these actions in accordance with the procedures specified in Boeing Alert Service Bulletin 737-28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; or Revision 2, dated November 26, 1998.

(1) For airplanes having line numbers 1 through 3072 inclusive that have accumulated less than 20,000 total flight hours as of October 15, 1998: Inspect at the earlier of the times specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Prior to the accumulation of 20,000 total flight hours, or within 60 days after November 12, 1999 (the effective date of AD 99-21-15), whichever occurs later.

(ii) Within 24 months after November 12, 1999.

(2) For airplanes having line numbers 3073 and subsequent: Inspect prior to the accumulation of 30,000 total flight hours.

Repetitive Intervals

(i) For Model 737-100, -200, -300, -400, and -500 series airplanes: Repeat the inspection required by paragraph (f), (g), or (h) of this AD, as applicable, at intervals not to exceed 30,000 flight hours after initial accomplishment of the applicable inspection, until the initial inspection, applicable corrective actions, and sleeve installation required by paragraph (k) of this AD have been done.

Corrective Actions

(j) If any discrepancy is found during any inspection required by paragraph (f), (g), (h), or (i) of this AD: Before further flight, repair the discrepancy in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1120, dated April 24, 1998, as revised by Notices of Status Change NSC 01, dated May 7, 1998, NSC 02, dated May 8, 1998, and NSC 03, dated May 9, 1998; Revision 1, dated May 28, 1998; Revision 2, dated November 26, 1998; or Revision 3, dated April 26, 2001.

New Requirements of This AD

Inspection and Related Investigative and Corrective Actions

(k) At the applicable time specified by paragraph (k)(1) or (k)(2) of this AD: Do a detailed inspection for damage of the sleeve and electrical wire of the fuel boost pump; and, before further flight, install a new, smaller-diameter sleeve, and do related investigative and corrective actions, as applicable; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1263, Revision 1, dated March 19, 2007. Thereafter, repeat the detailed inspection at intervals not to exceed 15,000 flight cycles. Accomplishment of the initial inspection, applicable corrective actions, and sleeve installation required by this paragraph terminates the requirements of paragraphs (f), (g), (h), and (i) of this AD.

(1) For Model 737-100, -200, -300, -400, and -500 series airplanes: Within 120 days after the effective date of this AD, or within 5,000 flight hours after the last inspection or repair done as required by paragraph (f), (g), (h), or (i), as applicable, of this AD, whichever occurs later.

(2) For Model 737-200C series airplanes: Within 120 days after the effective date of this AD, or within 5,000 flight hours after the last inspection or repair done in accordance with any version of Boeing Alert Service Bulletin 737-28-1120, whichever occurs later.

Inspection Report and Disposition of Damaged Parts

(l) At the applicable time specified in paragraph (l)(1) or (l)(2) of this AD: Submit a report of the findings (both positive and negative) of any inspection required by paragraph (k) of this AD and send any damaged parts to the manufacturer, as described in Boeing Alert Service Bulletin 737-28A1263, Revision 1, dated March 19, 2007. The report must include the inspection results, a description of any discrepancies found, the airplane serial 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) For any inspection done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) For any inspection done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

Credit for Actions Done Using Previous Service Information

(m) Actions accomplished before the effective date of this AD in accordance with Boeing Service Bulletin 737-28A1263, dated February 19, 2007, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested 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) AMOCs approved previously in accordance with AD 99-21-15, amendment 39-11360, are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(o) You must use applicable Boeing service bulletins specified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 1 – All Material Incorporated by Reference

Service Bulletin	Revision Level	Date
Boeing Service Bulletin 737-28A1120, as revised by Notice of Status Change NSC 01, dated May 7, 1998, Notice of Status Change NSC 02, dated May 8, 1998, and Notice of Status Change NSC 03, dated May 9, 1998	Original	April 24, 1998
Boeing Alert Service Bulletin 737-28A1120	1	May 28, 1998
Boeing Alert Service Bulletin 737-28A1120	2	November 26, 1998
Boeing Service Bulletin 737-28A1120	3	April 26, 2001
Boeing Alert Service Bulletin 737-28A1263	1	March 19, 2007

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 737-28A1263, Revision 1, dated March 19, 2007; and Boeing Service Bulletin 737-28A1120, Revision 3, dated April 26, 2001; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On November 12, 1999 (64 FR 54763, October 8, 1999), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 737-28A1120, Revision 2, dated November 26, 1998.

(3) On October 15, 1998 (63 FR 52152, September 30, 1998), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 737-28A1120, Revision 1, dated May 28, 1998.

(4) On June 29, 1998 (63 FR 34271, June 24, 1998), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 737-28A1120, dated April 24, 1998, as revised by Notice of Status Change NSC 01, dated May 7, 1998, Notice of Status Change NSC 02, dated May 8, 1998, and Notice of Status Change NSC 03, dated May 9, 1998.

(5) 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 May 2, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-9801 Filed 5-21-07; 8:45 am]



2007-11-08 Boeing: Docket No. FAA-2007-28254; Directorate Identifier 2007-NM-054-AD; Amendment 39-15065.

Effective Date

- (a) This AD becomes effective June 6, 2007.

Affected ADs

- (b) This AD supersedes AD 99-12-52.

Applicability

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

Unsafe Condition

(d) This AD results from reports of a fuel tank explosion on a Model 727-200F airplane on the ground, and chafed wires and a damaged power cable sleeve of a fuel boost pump that were discovered during an inspection required by an existing AD on a Model 737-300 airplane, which has a fuel boost pump installation that is almost identical to the installation on Model 727 airplanes. We are issuing this AD to detect and correct chafing of the fuel boost pump electrical wiring and leakage of fuel into the conduit, and to prevent electrical arcing between the wiring and the surrounding conduit, which could result in arc-through of the conduit, and consequent fire or explosion of the fuel tank.

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 Certain Requirements of AD 99-12-52

(f) For airplanes with 50,000 or more total flight hours as of June 28, 1999 (the effective date of AD 99-12-52): Within 20 days after June 28, 1999, accomplish the requirements of paragraph (i) of this AD.

(g) For airplanes with less than 50,000 total flight hours, but more than 30,000 total flight hours, as of June 28, 1999: Within 30 days after June 28, 1999, accomplish the requirements of paragraph (i) of this AD.

(h) For airplanes with 30,000 total flight hours or less, as of June 28, 1999: Within 90 days after June 28, 1999, accomplish the requirements of paragraph (i) of this AD.

Detailed Inspection, Corrective Action, and Installation

(i) Perform a detailed inspection of the in-tank fuel boost pump wire bundles, and applicable corrective actions; and, except as provided in paragraph (j) of this AD, install sleeving over the wire bundles; in accordance with Boeing Alert Service Bulletin 727-28A0126, dated May 24, 1999; Boeing Service Bulletin 727-28A0126, Revision 1, dated May 18, 2000; or Boeing Alert Service Bulletin 727-28A0132, dated February 22, 2007.

Note 1: For the purposes of this AD, a detailed inspection is: “An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.”

Installation: Possible Deferral

(j) Installation of sleeving over the wire bundles, as required by paragraph (i) of this AD, may be deferred if, within 18 months or 6,000 flight hours, whichever occurs first, after accomplishment of the inspection and applicable corrective actions required by paragraph (i), the following actions are accomplished: Perform a detailed inspection of the in-tank fuel boost pump wire bundles, and applicable corrective actions; and install sleeving over the wire bundles; in accordance with Boeing Alert Service Bulletin 727-28A0126, dated May 24, 1999, or Boeing Service Bulletin 727-28A0126, Revision 1, dated May 18, 2000; or Boeing Alert Service Bulletin 727-28A0132, dated February 22, 2007.

Repetitive Inspections and Corrective Actions

(k) Repeat the detailed inspection and applicable corrective actions required by paragraphs (i) and (j) of this AD at intervals not to exceed 30,000 flight hours, until the initial inspection, applicable corrective actions, and engine fuel suction feed operational test required by paragraph (l) of this AD have been done.

New Requirements of This AD

Inspection, Test, and Related Investigative and Corrective Actions

(l) For all airplanes: Within 120 days after the effective date of this AD or 5,000 flight hours after the last inspection or corrective action done before the effective date of this AD as required by paragraph (i), (j), or (k), as applicable, of this AD, whichever occurs later, do a detailed inspection for damage of the sleeve and electrical wire of the fuel boost pump, and do an engine fuel suction feed operational test; and, before further flight, do related investigative and corrective actions, as applicable; by doing all applicable actions in and in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 727-28A0132, dated February 22, 2007. Repeat the detailed inspection and engine fuel suction feed operational test thereafter at intervals not to exceed 15,000 flight cycles. Accomplishment of the initial inspection, applicable corrective actions, and engine fuel suction feed operational test of this paragraph terminates the requirements of paragraphs (i), (j), and (k) of this AD.

Inspection Report and Disposition of Damaged Parts

(m) At the applicable time(s) specified in paragraph (m)(1) or (m)(2) of this AD: Submit a report of the findings (both positive and negative) of any inspection required by this AD and send any damaged parts to the manufacturer, as described in Boeing Alert Service Bulletin 727-28A0132, dated February 22, 2007. The report must include the information specified in Appendix A of the alert service bulletin. 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) For any inspection done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) For any inspection done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested 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) AMOCs approved previously in accordance with AD 99-12-52 are approved as AMOCs for the corresponding provisions of this AD.

Material Incorporated by Reference

(o) You must use applicable Boeing service bulletins specified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 1 – All Material Incorporated by Reference

Boeing Service Information	Revision Level	Date
Alert Service Bulletin 727-28A0126	Original	May 24, 1999
Alert Service Bulletin 727-28A0132	Original	February 22, 2007
Service Bulletin 727-28A0126	1	May 18, 2000

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 727-28A0132, dated February 22, 2007; and Boeing Service Bulletin 727-28A0126, Revision 1, dated May 18, 2000; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 28, 1999 (64 FR 33394, June 23, 1999), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 727-28A0126, dated May 24, 1999.

(3) 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 May 1, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-9799 Filed 5-21-07; 8:45 am]



2007-11-09 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15066. Docket No. FAA-2007-27016; Directorate Identifier 2006-NM-176-AD.

Effective Date

(a) This AD becomes effective June 29, 2007.

Affected ADs

(b) This AD supersedes AD 2005-12-17.

Applicability

(c) This AD applies to Bombardier Model DHC-8-400 series airplanes, certificated in any category; serial numbers (S/Ns) 4001 through 4107 inclusive.

Unsafe Condition

(d) This AD results from reports of the electrical connectors for the fire bottles in the forward and aft baggage compartments, auxiliary power unit (APU), and engine nacelle being cross-connected. We are issuing this AD to detect and correct cross-connection of the fire bottles and to prevent cross-connection, which could result in failure of the fire bottles to discharge and consequent inability to extinguish a fire in the affected areas.

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 2005-12-17

Inspection and Corrective Action

(f) For airplanes having S/Ns 4001 through 4105 inclusive: Within 14 days after July 5, 2005 (the effective date of AD 2005-12-17), inspect the electrical connectors of the fire bottles for the forward and aft baggage compartments and for the APU and engine nacelles to determine if they are connected correctly; and, before further flight, do the related investigative and corrective actions, as applicable; by doing all of the applicable actions specified in the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-26-06, dated May 12, 2005; or Revision 'A,' dated June 6, 2005. Although the service bulletins specify to submit certain information to the manufacturer, this AD does not include that requirement.

New Requirements of This AD

Installation/Modification

(g) For all airplanes: Within 5,000 flight hours after the effective date of this AD, install/modify lanyards, mounts, and clamps to the forward and aft baggage compartment, APU, and engine nacelle fire extinguishing systems by doing all the actions specified in the Accomplishment Instructions of Bombardier Service Bulletin 84-26-07, Revision 'B,' dated November 1, 2006.

Revision of Aircraft Maintenance Manual

(h) For airplanes having S/Ns 4001 through 4105 inclusive: Within 30 days after the effective date of this AD, incorporate the information in the page blocks of Bombardier Dash 8 Series 400 Aircraft Maintenance Manual (AMM), Product Support Manual (PSM) 1-84-2, Revision 22, dated June 5, 2006, specified in paragraphs (h)(1), (h)(2), (h)(3), (h)(4), (h)(5), (h)(6), and (h)(7) of this AD, into the FAA-approved maintenance program to specify an installation and removal of nacelle fire bottles, an installation of aft high-rate fire bottles, an installation of forward high-rate fire bottles, an installation and removal of low-rate fire bottles, an installation of APU fire bottles, an installation and removal of low-rate fire extinguisher cartridges, and an installation and removal of nacelle fire extinguisher cartridges, in accordance with a method approved by either the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (or its delegated agent). The page blocks of the Bombardier Dash 8 Series 400 AMM specified in paragraphs (h)(1), (h)(2), (h)(3), (h)(4), (h)(5), (h)(6), and (h)(7) of this AD, are one approved method for the actions required by this paragraph.

- (1) Chapter 26-21-01, Page Block 401, dated December 5, 2005.
- (2) Chapter 26-21-06, Page Block 401, dated December 5, 2005.
- (3) Chapter 26-22-02, Page Block 401, dated December 5, 2005.
- (4) Chapter 26-22-03, Page Block 401, dated December 5, 2005.
- (5) Chapter 26-22-11, Page Block 401, dated December 5, 2005.
- (6) Chapter 26-22-16, Page Block 401, dated December 5, 2005.
- (7) Chapter 26-23-01, Page Block 401, dated December 5, 2005.

Actions Accomplished According to Previous Issue of Service Bulletin

(i) Actions accomplished before the effective date of this AD in accordance with Bombardier Service Bulletin 84-26-07, dated June 15, 2005; and Revision 'A,' dated February 21, 2006; are considered acceptable for compliance with the corresponding action specified in paragraph (g) of this AD, provided the intended restriction of the connectors was done as specified in Bombardier Service Bulletin 84-26-07, Revision 'B,' dated November 1, 2006.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, New York 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.

Related Information

(k) Canadian airworthiness directive CF-2005-14R1, dated May 8, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use the service information identified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

Table 1 – All Material Incorporated by Reference

Bombardier Service Bulletin	Revision Level	Date
A84-26-06	Original	May 12, 2005
A84-26-06	'A'	June 6, 2005
84-26-07	'B'	November 1, 2006

(1) The Director of the Federal Register approved the incorporation by reference of Bombardier Alert Service Bulletin A84-26-06, Revision 'A,' dated June 6, 2005; and Bombardier Service Bulletin 84-26-07, Revision 'B,' dated November 1, 2006; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On July 5, 2005 (70 FR 35172, June 17, 2005), the Director of the Federal Register approved the incorporation by reference of Bombardier Alert Service Bulletin A84-26-06, dated May 12, 2005.

(3) Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, 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 May 15, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-10035 Filed 5-24-07; 8:45 am]



2007-11-10 Fokker Services B.V.: Amendment 39-15067. Docket No. FAA-2007-27509;
Directorate Identifier 2006-NM-201-AD.

Effective Date

- (a) This AD becomes effective June 29, 2007.

Affected ADs

- (b) None.

Applicability

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

Unsafe Condition

- (d) This AD results from a report that, after landing, the flightcrew of a Model F.28 Mark 0100 airplane noted that an extreme difference in pedal angle was required to achieve equal braking action. We are issuing this AD to prevent failure of one or more brake control levers, which could result in uncommanded braking and loss of control of the airplane during takeoff, landing, or taxiing.

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 Replacement

- (f) Within 1,500 flight cycles or 12 months after the effective date of this AD, whichever occurs first: Perform a detailed inspection for excessive wear of the brake control levers and do the applicable corrective actions in accordance with and at the times specified in Section 3, "Accomplishment Instructions," of Fokker Service Bulletin SBF100-32-142, dated August 12, 2005. Repeat the requirements of this paragraph thereafter for any replacement control lever at intervals not to exceed 12,000 flight hours after the installation of such a control lever. Operators should note that, where the service bulletin specifies immediate replacement of the control lever if the applicable remaining material (dimension X2) of the attachment hole is less than 2.0 millimeters (0.08 inch), this AD requires replacing the control lever if dimension X2 is less than or equal to 2.0 millimeters.

Note 1: For the purposes of this AD, a detailed inspection is: “An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.”

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, International Branch, ANM-116, 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.

Related Information

(h) Dutch airworthiness directive NL-2005-011, dated August 31, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Fokker Service Bulletin SBF100-32-142, dated August 12, 2005, 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 Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands, 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 May 15, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-10023 Filed 5-24-07; 8:45 am]



2007-11-11 Airbus: Amendment 39-15068. Docket No. FAA-2006-24983; Directorate Identifier 2005-NM-196-AD.

Effective Date

- (a) This AD becomes effective June 29, 2007.

Affected ADs

- (b) This AD supersedes AD 2004-11-13.

Applicability

- (c) This AD applies to all Airbus Model A318, A319, A320, and A321 airplanes, certificated in any category.

Unsafe Condition

- (d) This AD results from a determination that additional inspections and mandatory replacement of the main landing gear (MLG) shock absorbers are necessary. We are issuing this AD to detect and correct cracking in an MLG sliding tube, which could result in failure of the sliding tube, loss of one axle, and consequent reduced 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.

Service Information References

- (f) The term “service information,” as used in this AD, means Airbus All Operators Telex (AOT) A320-32A1273, Revision 01, dated May 6, 2004; or the Accomplishment Instructions of Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005. After the effective date of this AD, only Airbus Service Bulletin A320-32A1273, Revision 02, may be used.

Note 1: Airbus AOT A320-32A1273, Revision 01, and Airbus Service Bulletin A320-32A1273, Revision 02, refer to Messier-Dowty Service Bulletin 201-32-43, Revision 1, dated May 1, 2005; and Messier-Dowty Service Bulletin 200-32-286, Revision 1, dated March 1, 2005, as additional sources of service information for accomplishing the detailed inspections and magnetic particle inspections (MPI).

Restatement of Certain Requirements of AD 2004-11-13

Serial Number (S/N) Identification

(g) For all airplanes: Within 30 days after June 23, 2004 (the effective date of AD 2004-11-13), do a one-time general visual inspection to determine the S/N of both MLG sliding tubes, in accordance with the service information. Instead of inspecting the MLG sliding tubes, reviewing the airplane maintenance records is acceptable if the S/N of the MLG sliding tubes can be positively determined from that review.

(1) If the S/N of the MLG sliding tube is not listed in the service information: No further action is required by this paragraph for that sliding tube.

(2) If the S/N of the MLG sliding tube is listed in the service information: Do the actions in paragraph (g)(2)(i) or (g)(2)(ii) of this AD, as applicable.

(i) For any MLG not inspected before June 23, 2004: Before further flight, do a detailed inspection of the MLG for cracking in accordance with the service information.

(A) If no cracking is found in any MLG sliding tube: Repeat the detailed inspection thereafter at intervals not to exceed 10 days, until the MLG replacement specified by paragraph (g)(2)(i)(B), (h), or (i) of this AD has been accomplished.

(B) If any cracking is found in any MLG sliding tube: Before further flight replace the part with a new or serviceable part in accordance with a method approved by either the FAA or the Direction Generale de l'Aviation Civile (DGAC) (or its delegated agent). Chapter 32 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual (AMM) is one approved method. Installing an MLG sliding tube having an S/N that is not listed in the service information terminates the repetitive inspections required by paragraph (h) of this AD for that MLG sliding tube only.

(ii) For any MLG that has been inspected before June 23, 2004: Within 10 days after that inspection, do the detailed inspection required by paragraph (g)(2)(i) of this AD.

New Requirements of This AD

Detailed Inspection and Magnetic Particle Inspection (MPI)

(h) For any airplane equipped with any MLG having a sliding tube installed that is identified with a S/N listed in the service information: Within 500 flight cycles after the effective date of this AD, perform a detailed inspection and an MPI of the MLG sliding tube for cracking in accordance with the service information. Repeat these inspections thereafter at intervals not to exceed 2,500 flight cycles or 21 months, whichever occurs earlier, until paragraph (i) of this AD has been accomplished. If any cracking is discovered during any inspection required by this paragraph, before further flight, replace the cracked sliding tube with a new or serviceable sliding tube in accordance with the service information. Replacing the MLG sliding tube with a sliding tube having a S/N not listed in the service information terminates the repetitive inspection requirements of this paragraph and paragraph (g)(2)(i)(A) of this AD for that sliding tube only.

Terminating Action

(i) Within 41 months after the effective date of this AD, replace all MLG shock absorbers equipped with sliding tubes having S/Ns listed in the service information with new or serviceable MLG shock absorbers equipped with sliding tubes having S/Ns not listed in the service information, using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent). Airbus A318/A319/A320/A321 AMM 32-

11-13, page block 401, is one approved method. Replacing the MLG shock absorbers in accordance with this paragraph terminates all repetitive inspections required by this AD.

Submission of Cracked Parts Not Required

(j) The service information has instructions to send any cracked part to Messier-Dowty. This AD does not include such a requirement.

Reporting Requirement

(k) Prepare a report of any crack found during any inspection required by paragraph (g) or (h) of this AD. Submit the report to Airbus Customer Services, Engineering and Technical Support, Attention: M.Y. Quimiou, SEE33, fax +33+ (0) 5.6193.32.73, at the applicable time specified in paragraph (k)(1) or (k)(2) of this AD. The report must include the MLG sliding tube P/N and S/N, date of inspection, a description of any cracking found, the airplane serial number, and the number of flight cycles on the MLG at the time of inspection. Under the provisions of the Paperwork Reduction Act of 1980 (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) For any inspection done after June 23, 2004, but before the effective date of this AD: Within 30 days after the inspection or 30 days after the effective date of this AD, whichever comes first.

(2) For any inspection done after the effective date of this AD: Within 30 days after the inspection.

Parts Installation

(l) As of the effective date of this AD, no person may install, on any airplane, any sliding tube, or MLG shock absorber having a sliding tube installed, if the sliding tube has a S/N identified in the service information, unless the sliding tube has been inspected, and any applicable corrective actions have been done, in accordance with paragraph (g)(2)(i), (h), or (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(n) French airworthiness directive F-2005-115, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(o) You must use Airbus All Operators Telex A320-32A1273, Revision 01, dated May 6, 2004, and Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 23, 2004 (69 FR 31867, June 8, 2004), the Director of the Federal Register approved the incorporation by reference of Airbus All Operators Telex A320-32A1273, Revision 01, dated May 6, 2004.

(3) Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, 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 May 15, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-10025 Filed 5-24-07; 8:45 am]



2007-11-13 McDonnell Douglas: Amendment 39-15070. Docket No. FAA-2007-27338; Directorate Identifier 2006-NM-148-AD.

Effective Date

- (a) This AD becomes effective June 29, 2007.

Affected ADs

- (b) This AD supersedes AD 2003-17-01.

Applicability

- (c) This AD applies to all McDonnell Douglas Model 717-200 airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to incorporate new inspections for fatigue cracking of principal structural elements (PSEs). Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to incorporate the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529-1.

Unsafe Condition

- (d) This AD results from a revised damage tolerance analysis. We are issuing this AD to detect and correct fatigue cracking of certain PSEs, which could adversely affect the structural integrity 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 2003-17-01

Revising Airworthiness Limitations Section

- (f) Within 180 days after September 23, 2003 (the effective date of AD 2003-17-01), revise the Airworthiness Limitations Section of the Instructions for Continued Airworthiness, Airworthiness Limitations Instructions (ALI), in accordance with Boeing Report No. MDC-96K9063, Revision 3, dated August 2002.

(g) Except as provided by paragraph (j) of this AD: After the actions specified in paragraph (f) of this AD have been done, no alternative inspection intervals or replacement times may be approved for the PSEs and safe-life limited parts specified in Boeing Report No. MDC-96K9063, Revision 3, dated August 2002.

New Requirements of This AD Revising Airworthiness Limitations Section Using Revision 5

(h) Within 180 days after the effective date of this AD: Revise the Airworthiness Limitations Section of the Instructions for Continued Airworthiness, ALI, in accordance with Boeing 717-200 ALI, Report MDC-96K9063, Revision 5, dated February 2006.

(i) Except as provided by paragraph (j) of this AD: After the actions specified in paragraph (h) of this AD have been done, no alternative inspection intervals or replacement times may be approved for the PSEs and safe-life limited parts specified in Boeing 717-200 ALI, Report MDC-96K9063, Revision 5, dated February 2006.

Alternative Methods of Compliance (AMOCs)

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

(2) 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 the approval must specifically refer to this AD.

(3) 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

(k) You must use Boeing Report No. MDC-96K9063, Revision 3, dated August 2002; and Boeing 717-200 Airworthiness Limitations Instructions, Report MDC-96K9063, Revision 5, dated February 2006; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approves the incorporation by reference of Boeing 717-200 Airworthiness Limitations Instructions, Report MDC-96K9063, Revision 5, dated February 2006, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On September 23, 2003 (68 FR 49686, August 19, 2003), the Director of the Federal Register approved the incorporation by reference of Boeing Report No. MDC-96K9063, Revision 3, dated August 2002.

(3) Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), 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 May 15, 2007.
Ali Bahrami, Manager, Transport Airplane Directorate, Aircraft Certification Service.