



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2010-05**

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation  
Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
P. O. Box 26460  
Oklahoma City, OK 73125-0460  
FAX 405-954-4104



## LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

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

### Biweekly 2010-01

|               |     |  |   |
|---------------|-----|--|---|
| 2008-04-11 R1 |     | Boeing                                   | 707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B   |
| 2008-09-12 R1 |     | Bombardier                               | CL-600-2B19 (Regional Jet Series 100 & 440)   |
| 2008-10-09 R1 |     | Boeing                                   | 737-100, -200, -200C, -300, -400, and -500  |
| 2008-11-01 R1 |     | Boeing                                   | 767-200, -300, -300F, and -400ER  |
| 2009-20-11    | Cor | Boeing                                   | 737-300, -400, and -500   |
| 2009-24-11    |     | General Electric                         | See AD  |
| 2009-26-03    |     | Boeing                                   | See AD  |
| 2009-26-04    |     | Boeing                                   | 737-600, -700, -700C, -800, and -900  |
| 2009-26-10    |     | Airbus                                   | A380-841, -842, and -861  |
| 2009-26-12    |     | Engine Components, Inc. (ECi)            | See AD  |
| 2009-26-14    |     | CONSTRUCCIONES AERONAUTICAS, S.A. (CASA) | CN-235, CN-235-100, CN-235-200, and CN-235-300  |
| 2009-26-15    |     | Embraer                                  | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes, certificated in any category, serial numbers 17000156 through 17000169 inclusive; and Model ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW |
| 2009-26-16    |     | McDonnell Douglas                        | MD-11 and MD-11F  |
| 2009-26-17    |     | MCDonnell                                | Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F airplanes, and MD-10-10F and MD-10-30F  |

### Biweekly 2010-02

|               |              |                                   |  |
|---------------|--------------|-----------------------------------|--|
| 2008-10-06 R1 |              | Boeing                            | 747-400, -400D, and -400F  |
| 2008-10-10 R1 |              | Boeing                            | 737-600, -700, -700C, -800, and -900                                       |
| 2009-26-06    |              | Honeywell International Inc       | Engine: ALF502L and ALF502R series, and LF507-1F and LF507-1H              |
| 2009-26-09    | S 2007-05-16 | General Electric Company          | Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1                            |
| 2010-01-01    | S 2006-05-02 | Boeing                            | 747-200F, 747-200C, 747-400, 747-400D, and 747-400F                        |
| 2010-01-04    | S 2009-24-11 | General Electric Company          | Engine: CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1        |
| 2010-01-03    |              | Fire Fighting Enterprises Limited | See AD   |
| 2010-01-05    |              | CFM International, S.A            | Engine: See AD   |
| 2010-01-06    |              | Bombardier, Inc.                  | DHC-8-400, DHC-8-401, and DHC-8-402  |
| 2010-01-07    |              | Airbus                            | A340-211, -212, -213, -311, -312, -313, -541, and -642                     |
| 2010-01-08    |              | Boeing                            | 737-600, -700, and -800  |
| 2010-01-09    |              | Boeing                            | 737-300, -400, and -500  |
| 2010-01-11    |              | Fokker Services B.V.              | F.28 Mark 0070 and Mark 0100   |
| 2010-01-12    |              | Embraer                           | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU |
| 2010-02-02    |              | Dassault                          | Falcon 7X  |
| 2010-02-03    |              | Airbus                            | A340-211, -212, -213, -311, -312, and -313                                 |
| 2010-02-04    |              | Boeing                            | 737-600, -700, -700C, -800, -900, and -900ER                               |

## LARGE AIRCRAFT

| AD No.  | Information  | Manufacturer                         | Applicability   |
|---|--------------|--------------------------------------|---|
| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency |              |                                      |   |
| <b>Biweekly 2010-03</b>   |              |                                      |   |
| 2009-21-10 R1   |              | AVOX Systems and B/E Aerospace       | Appliance: Oxygen cylinder assemblies   |
| 2009-26-13  |              | Airbus                               | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, 340-211, -212, -213, -311, -312, and -313   |
| 2010-01-02  | S 2005-15-08 | Boeing                               | 747-100B SUD, -200B, -300, -400, and -400D  |
| 2010-01-10  | S 2007-01-15 | Boeing                               | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP  |
| 2010-02-06  |              | Sicma Aero Seat                      | Appliance: 90xx and 92xx series passenger seats   |
| 2010-02-09  |              | Airbus                               | A318  |
| 2010-02-10  |              | Airbus                               | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 series airplanes; Model A340-211, -212, -213, -311, -312, -313 series airplanes; and Model A340-541 and -642 |
| 2010-02-11  |              | BAE Systems                          | BAe 146-100A, -200A, and -300A series airplanes; and BAE SYSTEMS (Operations) Limited Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A   |
| 2010-02-12  |              | Fokker Services B.V                  | F.28 Mark 0070 and 0100   |
| <b>Biweekly 2010-04</b>   |              |                                      |   |
| 2010-03-05  |              | Boeing                               | 747-200C and -200F  |
| 2010-03-07  |              | Embraer                              | EMB-135BJ, EMB-135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP   |
| 2010-03-08  | S 2003-03-02 | Boeing                               | 767-200, -300 and -300F   |
| 2010-04-01  |              | Dassault Aviation                    | Falcon 900EX  |
| 2010-04-02  |              | Airbus                               | A310-221, -222, -322, -324, and -325 airplanes, and Model A300 B4-620, B4-622, B4-622R, and F4-622R   |
| 2010-04-03  |              | Airbus                               | A310-203, -204, -221, -222, -304, -322, -324, and -325  |
| <b>Biweekly 2010-05</b>   |              |                                      |   |
| 2009-06-05 R1   |              | Bombardier, Inc                      | CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A & CL-601-3R), CL-600-2B16 (CL-604)   |
| 2010-04-04  |              | Bombardier, Inc                      | CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705)  |
| 2010-04-08  |              | Embraer                              | ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW   |
| 2010-04-09  |              | Airbus                               | A330-201, -202, -203, -223, and -243, A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313  |
| 2010-04-10  | S 2009-10-07 | Airbus                               | A380-841, -842, and -861  |
| 2010-04-13  |              | Airbus                               | A310-203, A310-221, and A310-222, A300 F4-605R and A300 F4-622R   |
| 2010-04-16  |              | SICLI                                | Appliance: Portable fire extinguishers  |
| 2010-05-01  |              | ATR-GIE Avions de Transport Régional | ATR42-200, -300, -320, and -500 airplanes; and Model ATR72-101, -201, -102, -202, -211, -212, and -212A   |
| 2010-05-04  |              | McDonnell Douglas Corporation        | MD-90-30  |
| 2010-05-05  | S 2007-15-08 | BAE Systems                          | ATP   |
| 2010-05-06  |              | Airbus                               | A340-541 and -642   |
| 2010-05-07  |              | Airbus                               | A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313  |



**2009-06-05R1 Bombardier, Inc.:** Amendment 39-16217. Docket No. FAA-2009-1021; Directorate Identifier 2009-NM-054-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective April 1, 2010.

**Affected ADs**

(b) This AD revises AD 2009-06-05, Amendment 39-15841.

**Applicability**

(c) This AD applies to the airplanes identified in Table 1, paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category.

**Table 1 – Airplanes affected by this AD**

| <b>Bombardier, Inc. Model</b>                     | <b>Serial numbers</b>       |
|---|-----------------------------|
| (1) CL-600-1A11 (CL-600) airplanes                | 1004 through 1085 inclusive |
| (2) CL-600-2A12 (CL-601) airplanes                | 3001 through 3066 inclusive |
| (3) CL-600-2B16 (CL-601-3A & CL-601-3R) airplanes | 5001 through 5194 inclusive |
| (4) CL-600-2B16 (CL-604) airplanes                | 5301 through 5635 inclusive |

**Subject**

(d) Air Transport Association (ATA) of America Code 30: Ice and Rain Protection.

**Reason**

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

There have been several cases of wing anti-ice piccolo duct failure reported on CL-600-2B19 (CRJ) aircraft. Although there have been no failures reported on Challenger aircraft, similar ducts are installed on the \* \* \* [other] Challenger models.

Upon investigation, it has been determined that ducts manufactured since June 2000, and installed since 1 August 2000, are susceptible to cracking due to the process used to drill the holes in the ducts. These ducts were installed on CL-600-2B16 aircraft, serial numbers 5469 through 5635 in production, but may also have been installed as replacements on CL-600-1A11, CL-600-2A12 and other CL-600-2B16 aircraft.

Cracking of the wing anti-ice piccolo ducts could result in air leakage, with an adverse effect on the anti-ice air distribution pattern and a possible unannounced insufficient heat condition. As a result, the airplane flight manual (AFM) instructions have been revised to provide proper annunciation of an insufficient heat condition, utilizing existing messages and indications, with instructions, to the pilot, to leave icing conditions if sufficient heat cannot be achieved or maintained.

This directive mandates the amendment of the AFM procedures, in addition to checking the part numbers and serial numbers of the installed wing anti-ice piccolo ducts and replacing them as necessary.

The unsafe condition is anti-ice system air leakage with a possible adverse effect on the anti-ice air distribution pattern and anti-ice capability without annunciation to the flightcrew, and consequent reduced controllability of the airplane.

### Actions and Compliance

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

(1) For airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD: Within 30 days after the effective date of this AD, revise the Normal and Abnormal Procedures sections of the applicable Canadair Challenger Airplane Flight Manual (AFM) by inserting a copy of the applicable temporary revision (TR) listed in Table 2 of this AD. When the information in the applicable TR is included in the general revisions of the AFM, the general revisions may be inserted in the AFM, as applicable, and the TR may be removed.

**Table 2 – Temporary revisions**

| <b>Canadair TR –</b> | <b>Dated –</b>  | <b>To the –</b>   |
|----------------------|-----------------|---|
| (i) 600/22           | August 16, 2006 | Canadair Challenger Model CL-600-1A11 AFM   |
| (ii) 600-1/17        | August 16, 2006 | Canadair Challenger Model CL-600-1A11 AFM (Winglets)                                  |
| (iii) 601/14         | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, Product Support Publication (PSP) 601-1B-1 |
| (iv) 601/15          | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1A-1                               |
| (v) 601/19           | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1B                                 |
| (vi) 601/26          | August 16, 2006 | Canadair Challenger Model CL-600-2B16 AFM, PSP 601A-1                                 |
| (vii) 601/27         | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM   |
| (viii) 601/27        | August 16, 2006 | Canadair Challenger Model CL-600-2B16 AFM, PSP 601A-1-1                               |
| (ix) 604/20          | April 17, 2006  | Canadair Challenger Model CL-604 AFM, PSP 604-1                                       |

(2) For airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, and for Model CL-600-2B16 (CL-604) airplanes, serial numbers 5301 through 5468 inclusive: Within 2,000 flight hours or 60 months after the effective date of this AD, whichever occurs first, review the airplane maintenance records to determine if any anti-ice piccolo ducts or complete leading edge sections were replaced on or after August 1, 2000.

(3) For airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, and for Model CL-600-2B16 (CL-604) airplanes, serial numbers 5301 through 5468 inclusive: If, during the accomplishment of the action required by paragraph (f)(2) of this AD, it is determined that any anti-ice piccolo duct has been replaced on or after August 1, 2000, before further flight, inspect to determine if any affected serial number identified in paragraph 2.C. of the applicable service bulletin listed in Table 3 of this AD is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the serial number of the duct can be conclusively determined from that review. If any affected serial number is installed, before further flight, replace the piccolo duct with a serviceable piccolo duct that does not have a serial number identified in paragraph 2.C. of the applicable service bulletin listed in Table 3 of this AD. Do all actions in accordance with the Accomplishment Instructions of the applicable service bulletin listed in Table 3 of this AD.

**Table 3 – Service bulletins**

| <b>Model –</b>                                     | <b>Bombardier Service Bulletin –</b> | <b>Revision –</b> | <b>Dated –</b>    |
|--|--------------------------------------|-------------------|-------------------|
| (i) CL-600-1A11 (CL-600) airplanes                 | 600-0734                             | Original          | November 30, 2006 |
| (ii) CL-600-2A12 (CL-601) airplanes                | 601-0585                             | Original          | November 30, 2006 |
| (iii) CL-600-2B16 (CL-601-3A, CL-601-3R) airplanes | 601-0585                             | Original          | November 30, 2006 |
| (iv) CL-600-2B16 (CL-604) airplanes                | 604-30-003                           | 01                | January 21, 2008  |

(4) For Model CL-600-2B16 (CL-604) airplanes, serial numbers 5469 through 5635 inclusive: Within 2,000 flight hours or 60 months after the effective date of this AD, whichever occurs first, inspect the anti-ice piccolo ducts to determine if any affected serial number identified in paragraph 2.C. of Bombardier Service Bulletin 604-30-003, Revision 01, dated January 21, 2008, is installed. If any affected serial number is installed, before further flight, replace the piccolo duct with a serviceable piccolo duct that does not have a serial number identified in paragraph 2.C. of Bombardier Service Bulletin 604-30-003, Revision 01, dated January 21, 2008. Do all actions in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 604-30-003, Revision 01, dated January 21, 2008.

(5) As of April 28, 2009 (the effective date of AD 2009-06-05), no person may install on any airplane an anti-ice piccolo duct with a serial number identified in paragraph 2.C. of the applicable service bulletin identified in Table 3 of this AD.

(6) Actions done before April 28, 2009, in accordance with Bombardier Service Bulletin 604-30-003, dated November 30, 2006, are acceptable for compliance with the corresponding actions in this AD.

#### **FAA AD Differences**

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

## Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, ANE-170, 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: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(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 Canadian Airworthiness Directive CF-2008-18, dated May 9, 2008, and the service information identified in Table 2 and Table 3 of this AD, for related information.

## Material Incorporated by Reference

(i) You must use the service information specified in Table 4 and Table 5 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

**Table 4 – Service bulletins incorporated by reference**

| <b>Bombardier Service Bulletin –</b> | <b>Revision –</b> | <b>Dated –</b>    |
|--------------------------------------|-------------------|-------------------|
| 600-0734                             | Original          | November 30, 2006 |
| 601-0585                             | Original          | November 30, 2006 |
| 604-30-003                           | 01                | January 21, 2008  |

**Table 5 – Temporary revisions incorporated by reference**

| <b>Canadair TR –</b> | <b>Dated –</b>  | <b>To the –</b>  |
|----------------------|-----------------|--|
| 600/22               | August 16, 2006 | Canadair Challenger Model CL-600-1A11 Airplane Flight Manual (AFM) |
| 600-1/17             | August 16, 2006 | Canadair Challenger Model CL-600-1A11 AFM (Winglets)               |
| 601/14               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1B-1            |
| 601/15               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1A-1            |
| 601/19               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1B              |
| 601/26               | August 16, 2006 | Canadair Challenger Model CL-600-2B16 AFM, PSP 601A-1              |
| 601/27               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM                          |
| 601/27               | August 16, 2006 | Canadair Challenger Model CL-600-2B16 AFM, PSP 601A-1-1            |
| 604/20               | April 17, 2006  | Canadair Challenger Model CL-604 AFM, PSP 604-1                    |

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 6 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

**Table 6 – New material incorporated by reference**

| <b>Canadair TR –</b> | <b>Dated –</b>  | <b>To the –</b>                                      |
|----------------------|-----------------|--|
| 600/22               | August 16, 2006 | Canadair Challenger Model CL-600-1A11 AFM            |
| 600-1/17             | August 16, 2006 | Canadair Challenger Model CL-600-1A11 AFM (Winglets) |

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information contained in Table 7 and Table 8 of this AD on April 28, 2009 (74 FR 12225, March 24, 2009).

**Table 7 – Service bulletins previously incorporated by reference**

| <b>Bombardier Service Bulletin –</b> | <b>Revision –</b> | <b>Dated –</b>    |
|--------------------------------------|-------------------|-------------------|
| 600-0734                             | Original          | November 30, 2006 |
| 601-0585                             | Original          | November 30, 2006 |
| 604-30-003                           | 01                | January 21, 2008  |

**Table 8 – Temporary revisions previously incorporated by reference**

| <b>Canadair TR –</b> | <b>Dated –</b>  | <b>To the –</b>   |
|----------------------|-----------------|---|
| 601/14               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1B-1 |
| 601/15               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1A-1 |
| 601/19               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM, PSP 601-1B   |
| 601/26               | August 16, 2006 | Canadair Challenger Model CL-600-2B16 AFM, PSP 601A-1   |
| 601/27               | August 16, 2006 | Canadair Challenger Model CL-600-2A12 AFM               |
| 601/27               | August 16, 2006 | Canadair Challenger Model CL-600-2B16 AFM, PSP 601A-1-1 |
| 604/20               | April 17, 2006  | Canadair Challenger Model CL-604 AFM, PSP 604-1         |

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.com>.

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 16, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



---

**2010-04-04 Bombardier, Inc.:** Amendment 39-16197. Docket No. FAA-2009-1027; Directorate Identifier 2009-NM-143-AD.

## Effective Date

- (a) This airworthiness directive (AD) becomes effective March 30, 2010.

## Affected ADs

- (b) None.

## Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD; certificated in any category.

(1) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10268, inclusive.

(2) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) airplanes; and Bombardier, Inc. Model CL-600-2D24 (Regional Jet Series 900) airplanes; serial numbers 15001 through 15205, inclusive.

## Subject

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

## Reason

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

There have been several in-service cases reported of impact damage to the blowout (decompression) panel protective cage assemblies installed in the aft baggage cargo compartment. When damaged, these cages could prevent proper operation of the blowout panels, with potential degradation of smoke detection and fire extinguishing capabilities in the event of a fire.

This directive mandates replacement of the existing cages with new cages that have greater damage resistance.

## Actions and Compliance

(f) Unless already done, within 5,000 flight hours after the effective date of this AD, replace the existing cage assemblies in the aft baggage cargo compartment, in accordance with Bombardier Service Bulletin 670BA-25-071, dated May 15, 2009.

## **FAA AD Differences**

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

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, ANE-170, 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: Program Manager, Continuing Operational Safety, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7300; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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 Canadian Airworthiness Directive CF-2009-30, dated July 6, 2009; and Bombardier Service Bulletin 670BA-25-071, dated May 15, 2009; for related information.

## **Material Incorporated by Reference**

(i) You must use Bombardier Service Bulletin 670BA-25-071, dated May 15, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone: 514-855-5000; fax: 514-855-7401; e-mail: thd.crj@aero.bombardier.com; Internet: <http://www.bombardier.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 4, 2010.  
Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2010-04-08 Empresa Brasileira de Aeronautica S.A. (EMBRAER):** Amendment 39-16201.  
Docket No. FAA-2009-0418; Directorate Identifier 2009-NM-020-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective March 30, 2010.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 190-100 LR, -100 IGW, -100 STD, -200 STD, -200 LR, and -200 IGW airplanes, certificated in any category, serial numbers 19000002, 19000004, and 19000006 through 19000062 inclusive.

**Subject**

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

**Reason**

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

During routine inspection procedures on the wing assembly line it was identified the possibility of cracks and deformation developing during assembly on the internal wing spars and rib flanges, causing a safe[ty] margin reduction.

\* \* \* \* \*

The unsafe condition is cracking and deformation of wing spar and rib flanges, which could result in loss of structural integrity of the wing. Corrective actions include performing a detailed inspection for damage on wing spar I, II, and III flanges and on certain rib flanges, and contacting Agência Nacional de Aviação Civil (ANAC) (or its delegated agent) and Embraer for an approved repair.

**Actions and Compliance**

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

(1) Before the accumulation of 5,000 total flight cycles on the airplane, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later: Perform a detailed inspection of the

left and right wing rib and spars I, II, and III flanges to detect cracking or deformation, in accordance with the Accomplishment Instructions of Embraer Service Bulletin 190-57-0023, dated June 9, 2008.

(2) If any cracking or deformation is detected during the inspection required by paragraph (f)(1) of this AD, before further flight, send the inspection results and request for repair instructions to ANAC (or its delegated agent) and Embraer Technical Support; e-mail: structure@embraer.com.br; and do the repair.

(3) If no cracking or deformation is detected during the inspection required by paragraph (f)(1) of this AD, no further action is required by this AD.

### **FAA AD Differences**

Note 1: This AD differs from the MCAI and/or service information as follows: Although the MCAI or service information allows further flight after cracks are found during compliance with the required action, paragraph (f)(2) of this AD requires that you repair the crack(s) before further flight.

### **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Kenny Kaulia, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2848; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

(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 Brazilian Airworthiness Directive 2008-10-03, effective October 21, 2008; and Embraer Service Bulletin 190-57-0023, dated June 9, 2008; for related information.

### **Material Incorporated by Reference**

(i) You must use Embraer Service Bulletin 190-57-0023, dated June 9, 2008, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–

Putim-12227-901 São Jose dos Campos-SP-BRASIL; telephone: +55 12 3927-5852 or +55 12 3309-0732; fax: +55 12 3927-7546; e-mail: distrib@embraer.com.br; Internet: <http://www.flyembraer.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 5, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**CORRECTED:** In the Federal Register, paragraph (c)(1) was missing text. This copy has been corrected. The Federal Register will issue a correction.

**2010-04-09 Airbus:** Amendment 39-16202. Docket No. FAA-2009-1107; Directorate Identifier 2009-NM-138-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective March 30, 2010.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category; on which Airbus Modification 49520 has been embodied in production, or on which Airbus Service Bulletin A330-21-3096, Revision 01, or Airbus Service Bulletin A340-21-4107, Revision 01, has been embodied in service; except those airplanes on which Airbus Modification 58551 has been embodied in production.

(1) Airbus Model A330-201, -202, -203, -223, and -243 airplanes, all manufacturer serial numbers.

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

**Subject**

(d) Air Transport Association (ATA) of America Code 21: Air conditioning.

**Reason**

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

\* \* \* \* \*

\* \* \* EASA [European Aviation Safety Agency] AD 2006-0191 [which corresponds to FAA AD 2006-21-08] required the installation of new heat shield panels with drainage over the air conditioning packs in order to avoid an undetected fire in this zone following a fuel leak from the centre tank.

These new heat shield panels have holes. In case of fuel leaking through these holes from the centre tank, any fuel vapour may develop into a potential source of ignition, possibly resulting in a fuel tank explosion and consequent loss of

the aeroplane. Airbus has developed a repair solution for these holes to prevent a fuel vapour ignition source in this area and improve the protection of the hot air equipment.

[T]his AD requires the installation of plugs on the heat shield panels of the Left Hand (LH) and Right Hand (RH) Air Conditioning packs.

### **Actions and Compliance**

(f) Unless already done, within 24 months after the effective date of this AD: Plug the six receptacle holes on the heat shield of the left-hand air conditioning pack and plug the four receptacle holes on the heat shield of the right-hand air conditioning pack, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-21-3148, dated January 30, 2009 (for Model A330-201, -202, -203, -223, and -243 airplanes); or Airbus Mandatory Service Bulletin A340-21-4147, dated January 30, 2009 (for Model A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313 airplanes); as applicable.

### **FAA AD Differences**

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

### **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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 EASA Airworthiness Directive 2009-0150, dated July 9, 2009; Airbus Mandatory Service Bulletin A330-21-3148, dated January 30, 2009; and Airbus Mandatory Service Bulletin A340-21-4147, dated January 30, 2009; for related information.

## Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A330-21-3148, including Appendix 1, dated January 30, 2009; or Airbus Mandatory Service Bulletin A340-21-4147, including Appendix 1, dated January 30, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Airbus SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80, e-mail [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 5, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



---

**2010-04-10 Airbus:** Amendment 39-16203. Docket No. FAA-2010-0038; Directorate Identifier 2009-NM-110-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 10, 2010.

**Affected ADs**

- (b) This AD supersedes AD 2009-10-07, Amendment 39-15902.

**Applicability**

- (c) This AD applies to Airbus Model A380-841, -842, and -861 airplanes, certificated in any category, all serial numbers, except airplanes on which Airbus modification 68729 has been done in production.

**Subject**

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

**Reason**

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

During the flight test campaign of the A380-861 model (Engine Alliance powered), some cracks were found on the Movable Flap Track Fairing number 6 (MFTF6).

These cracks were located at the pivot attachment support-ring and at the U-frame in the attachment area to aft-kinematic. In addition, delamination has been observed within the monolithic Carbon Fibre Reinforced Plastic (CFRP) structure around the pivot support-ring.

This condition, if not corrected, could lead to in-flight loss of the MFTF6, potentially resulting in injuries to persons on the ground.

To prevent the risk of a MFTF6 detachment, EASA AD 2008-0216 required an inspection programme in order to detect cracks before they become critical and in case of findings to replace the MFTF6.

This AD, which supersedes EASA AD 2008-0216:

- Cancels the MFTF6 General Visual Inspection requirement,
- Refers to Airbus Service Bulletin A380-57-8014 Revision 1, \* \* \*
- Introduces an optional terminating action.

Restatement of Requirements of AD 2009-10-07, With Revised Inspection, Service Information, and Compliance Time for the Inspection of Replaced Parts

## Actions and Compliance

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

(1) At the applicable time specified in paragraph (f)(1)(i) or (f)(1)(ii) of this AD for the left- and right-hand MFTF6, do a special detailed (ultrasonic and high-frequency eddy current) inspection of the filet radii of pivot supports, monolithic carbon fibre reinforced plastic structures, and radii of the U-frame, for cracking and delamination in accordance with the Accomplishment Instructions of Airbus Service Bulletin A380-57-8014, dated November 21, 2008; or Airbus Mandatory Service Bulletin A380-57-8014, Revision 01, dated June 5, 2009. After the effective date of this AD, use only Revision 01.

(i) For Airbus Model A380-841 and -842 airplanes: Before the MFTF6 has accumulated 500 total flight cycles since its first installation on an airplane, or within 30 flight hours after May 28, 2009 (the effective date of AD 2009-10-07), whichever occurs later.

(ii) For Model A380-861 airplanes: Before the MFTF6 has accumulated 100 total flight cycles since its first installation on an airplane, or within 30 flight hours after May 28, 2009, whichever occurs later.

(2) If no cracking and no delamination are found during any inspection required by paragraph (f)(1) of this AD, repeat the inspections required by paragraph (f)(1) of this AD thereafter at intervals not to exceed the applicable time specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD.

(i) For Model A380-841 and -842 airplanes: 50 flight cycles.

(ii) For Model A380-861 airplanes: 10 flight cycles.

(3) If any cracking or delamination is found during any inspection required by paragraph (f)(1) or (f)(2) of this AD, before further flight, replace the MFTF6 with a new or serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A380-57-8014, dated November 21, 2008; or Airbus Mandatory Service Bulletin A380-57-8014, Revision 01, dated June 5, 2009. For parts replaced before the effective date of this AD, repeat the inspections specified in paragraph (f)(1) of this AD at the later of the times specified in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD. For parts replaced on or after the effective date of this AD, repeat the inspections specified in paragraph (f)(1) of this AD at the applicable time defined in paragraph (f)(1) of this AD. After the effective date of this AD, use only Revision 01 for the replacement.

(i) At the applicable time defined in paragraph (f)(2) of this AD.

(ii) At the applicable time defined in paragraph (f)(1) of this AD.

## New Requirements of This AD

### Actions and Compliance

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

(1) In case of MFTF6 replacement, submit a report using Appendix 01 of Airbus Service Bulletin A380-57-8014, dated November 21, 2008, to Airbus Central Entity, Dept SEES5, 1, Rond Point Maurice Bellonte, 31707 Blagnac, France; e-mail Frederic.molinier@airbus.com; at the applicable

time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD. The report must include the serial number of the removed MFTF6, the associated airplane manufacturer serial number, and the number of flight cycles accumulated by the MFTF6 at the time of removal.

(i) If the MFTF6 replacement was done on or after the effective date of this AD: Submit the report within 30 days after the MFTF6 removal.

(ii) If the MFTF6 replacement was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(2) Replacement of the MFTF6 with a reinforced MFTF6, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A380-57-8017, dated June 5, 2009, terminates the requirements of this AD.

## **FAA AD Differences**

Note 1: 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, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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**

(i) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2009-0152, dated July 14, 2009; Airbus Service Bulletin A380-57-8014, dated November 21, 2008; Airbus Mandatory Service Bulletin A380-57-8014, Revision 01, dated June 5, 2009; and Airbus Service Bulletin A380-57-8017, dated June 5, 2009; for related information.

## **Material Incorporated by Reference**

(j) You must use Airbus Service Bulletin A380-57-8014, including Appendix 01, dated November 21, 2008; Airbus Mandatory Service Bulletin A380-57-8014, Revision 01, dated June 5,

2009; and Airbus Service Bulletin A380-57-8017, dated June 5, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Airbus Mandatory Service Bulletin A380-57-8014, Revision 01, dated June 5, 2009; and Airbus Service Bulletin A380-57-8017, dated June 5, 2009; under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Airbus Service Bulletin A380-57-8014, including Appendix 01, dated November 21, 2008, on May 28, 2009 (74 FR 22422, May 13, 2009).

(3) For service information identified in this AD, contact Airbus SAS–EANA (Airworthiness Office); 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 562 110 253; Fax +33 562 110 307; e-mail [account.airworth-A380@airbus.com](mailto:account.airworth-A380@airbus.com); Internet <http://www.airbus.com>.

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 5, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



---

**2010-04-13 Airbus:** Amendment 39-16206. Docket No. FAA-2009-0615; Directorate Identifier 2009-NM-043-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 30, 2010.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of the AD, certificated in any category, having IPECO part number (P/N) 3A218-000X-01-1 pilot or co-pilot mechanical seats installed.

- (1) Airbus Model A310-203, A310-221, and A310-222 airplanes, all serial numbers.
- (2) Airbus Model A300 F4-605R and A300 F4-622R airplanes, all serial numbers.

**Subject**

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

**Reason**

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

An A300-600 operator reported two events of IPECO pilot seat moved in the aft position, one during take-off roll and one during climb out. The investigation of these events showed that a broken/missing spring contributed to the seat not being correctly locked.

An unwanted movement of pilot or co-pilot seat in the aft direction is considered as potentially dangerous, especially during the take-off phase when the speed of the aeroplane is greater than 100 knots and until landing gear retraction.

To prevent further incidents of inadvertent flight crew seat aft movement, this AD requires repetitive inspections of the affected seat springs and replacement of missing or broken parts. In addition, this AD requires replacement of the affected seats with modified P/N 3A218-000X-01-2 seats. Installation of both pilot and co-pilot seats P/N

3A218-000X-01-2 on an aeroplane constitutes terminating action for the repetitive inspection requirements of this AD for that aeroplane.

The unsafe condition is potential loss of control of the airplane during take-off and landing.

### **Actions and Compliance**

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

(1) Within 90 days after the effective date of this AD, and thereafter at intervals not to exceed 30 days, do a detailed visual inspection of the two springs of the pilot seat and co-pilot seat locking device, in accordance with Airbus Mandatory Service Bulletin A310-25A2199 or A300-25A6210, both dated July 9, 2008, as applicable.

(i) If only one spring is missing or found damaged during any inspection required by paragraph (f)(1) of this AD, within 10 days after the inspection or before further flight, whichever occurs later, replace the spring with a serviceable part, in accordance with Airbus Mandatory Service Bulletin A310-25A2199 or A300-25A6210, both dated July 9, 2008, as applicable. Before an airplane may be dispatched with one spring missing or damaged, the instructions contained in Airbus A310 Operations Engineering Bulletin 160, Issue 2, dated October 2008; or Airbus A300-600 Operations Engineering Bulletin 121, Issue 1, dated May 2008; as applicable; must be accomplished by the flightcrew.

(ii) If two springs are missing or found damaged during any inspection required by paragraph (f)(1) of this AD, before further flight, replace the springs in accordance with Airbus Mandatory Service Bulletin A310-25A2199 or A300-25A6210, both dated July 9, 2008, as applicable.

(2) Replacing parts in accordance with Airbus Mandatory Service Bulletin A310-25A2199 or A300-25A6210, both dated July 9, 2008, as applicable, is not a terminating action for the repetitive inspections required in paragraph (f)(1) of this AD.

(3) As of the effective date of this AD, do not install an IPECO pilot or co-pilot mechanical seat P/N 3A218-000X-01-1 on any airplane, unless the seat has been inspected and replaced as applicable, in accordance with Airbus Mandatory Service Bulletin A310-25A2199 or A300-25A6210, both dated July 9, 2008, as applicable.

(4) Within 6 months after the effective date of this AD, modify the airplane by replacing the pilot and co-pilot mechanical seats P/N 3A218-000X-01-1 with P/N 3A218-000X-01-2 seats, in accordance with Airbus Mandatory Service Bulletin A310-25-2202 or A300-25-6214, both dated February 3, 2009, as applicable.

(5) Installing both pilot and co-pilot seats P/N 3A218-000X-01-2 in accordance with Airbus Mandatory Service Bulletin A310-25-2202 or A300-25-6214, both dated February 3, 2009, as applicable, on any airplane is a terminating action for the repetitive inspections required by paragraph (f)(1) of this AD for that airplane.

(6) As of 6 months after the effective date of this AD, do not install an IPECO pilot or co-pilot mechanical seat P/N 3A218-000X-01-1 on any airplane.

(7) Although Airbus Mandatory Service Bulletins A310-25A2199 and A300-25A6210, both dated July 9, 2008, specify to submit certain information to the manufacturer, this AD does not include that requirement.

### **FAA AD Differences**

Note 1: This AD differs from the MCAI and/or service information as follows: Although the MCAI or service information tells you to submit information to Airbus, paragraph (f)(7) of this AD specifies that such submittal is not required.

## Other FAA AD Provisions

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

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

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

## Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2009-0045, dated February 27, 2009, and the service information listed in Table 1 of this AD, for related information.

**Table 1 – Related Service Information**

| <b>Airbus Service Information</b>                   | <b>Issue/Revision</b> | <b>Date</b>      |
|---|-----------------------|------------------|
| Airbus A300-600 Operations Engineering Bulletin 121 | 1                     | May 2008         |
| Airbus A310 Operations Engineering Bulletin 160     | 2                     | October 2008     |
| Airbus Mandatory Service Bulletin A300-25-6214      | Original              | February 3, 2009 |
| Airbus Mandatory Service Bulletin A300-25A6210      | Original              | July 9, 2008     |
| Airbus Mandatory Service Bulletin A310-25-2202      | Original              | February 3, 2009 |
| Airbus Mandatory Service Bulletin A310-25A2199      | Original              | July 9, 2008     |

## Material Incorporated by Reference

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

**Table 2 – Material Incorporated by Reference**

| <b>Airbus Service Information</b>   | <b>Issue/Revision</b> | <b>Date</b>      |
|---|-----------------------|------------------|
| Airbus A300-600 Operations Engineering Bulletin 121   | 1                     | May 2008         |
| Airbus A310 Operations Engineering Bulletin 160   | 2                     | October 2008     |
| Airbus Mandatory Service Bulletin A300-25-6214  | Original              | February 3, 2009 |
| Airbus Mandatory Service Bulletin A300-25A6210 excluding Appendix 1, and including Appendices 2 and 3 | Original              | July 9, 2008     |
| Airbus Mandatory Service Bulletin A310-25-2202  | Original              | February 3, 2009 |
| Airbus Mandatory Service Bulletin A310-25A2199 excluding Appendix 1, and including Appendices 2 and 3 | Original              | July 9, 2008     |

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

(2) For service information identified in this AD, contact Airbus SAS-EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; e-mail: [account.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 11, 2010.

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



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

---

**2010-04-16 SICLI (formerly General Incendie MAIP):** Amendment 39-16209. Docket No. FAA-2010-0126; Directorate Identifier 2010-NM-015-AD.

### **Effective Date**

(a) This airworthiness directive (AD) becomes effective March 8, 2010.

### **Affected ADs**

(b) None.

### **Applicability**

(c) This AD applies to Type H1-10 AIR Halon 1211 (BCF) portable fire extinguishers manufactured by SICLI, having part number (P/N) 1708337B4 and having any serial number listed in Table 1 of this AD. These fire extinguishers may be installed on (or carried or stowed on board) various airplanes and rotorcraft, certificated in any category, identified in but not limited to the airplanes and rotorcraft of the manufacturers included in Table 2 of this AD, all type-certificated models.

**Table 1 – Serial Numbers of Affected SICLI Fire Extinguishers, P/N 1708337B4**

|   |                               |                               |
|---|-------------------------------|-------------------------------|
| <b>Serial Nos.</b>                        | 0844018 through 0844043 incl. | 0844530                       |
| 0843113 and 0843114                       | 0844045 and 0844046           | 0844534                       |
| 0843329, 0843330 and 0843331              | 0844048 and 0844049           | 0844536 through 0844568 incl. |
| 0843333 through 0843339 inclusive (incl.) | 0844051 through 0844069 incl. | 0844570 through 0844592 incl. |
| 0843341 through 0843350 incl.             | 0844071 through 0844077 incl. | 0844594 through 0844619 incl. |
| 0843352 through 0843358 incl.             | 0844079 through 0844109 incl. | 0844621 through 0844626 incl. |
| 0843360 through 0843369 incl.             | 0844111 and 0844112           | 0844628 through 0844635 incl. |
| 0843372                                   | 0844115 through 0844119 incl. | 0844637 through 0844660 incl. |
| 0843374 through 0843386 incl.             | 0844121 through 0844125 incl. | 0844663 through 0844666 incl. |
| 0843388                                   | 0844127 through 0844161 incl. | 0844668                       |
| 0843390 through 0843407 incl.             | 0844163 through 0844190 incl. | 0844670 through 0844673 incl. |
| 0843409 through 0843464 incl.             | 0844192 and 0844193           | 0844676 through 0844685 incl. |
| 0843466 through 0843468 incl.             | 0844195                       | 0844687 through 0844692 incl. |
| 0843470 and 0843471                       | 0844197                       | 0844694 through 0844702 incl. |
| 0843473                                   | 0844199 through 0844218 incl. | 0844704 through 0844708 incl. |
| 0843475                                   | 0844220 through 0844225 incl. | 0844710 through 0844723 incl. |
| 0843477                                   | 0844228 through 0844240 incl. | 0844725 through 0844730 incl. |
| 0843479 through 0843487 incl.             | 0844242 through 0844249 incl. | 0844732 through 0844741 incl. |
| 0843489 through 0843522 incl.             | 0844253 through 0844257 incl. | 0844743 through 0844747 incl. |
| 0843524 through 0843552 incl.             | 0844259 through 0844263 incl. | 0844749 through 0844771 incl. |
| 0843554 through 0843561 incl.             | 0844265 through 0844267 incl. | 0844773 through 0844778 incl. |
| 0843563                                   | 0844269 through 0844280 incl. | 0844781 through 0844792 incl. |
| 0843565 through 0843574 incl.             | 0844282 through 0844286 incl. | 0844794 through 0844801 incl. |
| 0843579 through 0843587 incl.             | 0844288 and 0844289           | 0844803 through 0844837 incl. |
| 0843589 through 0843629 incl.             | 0844291 through 0844303 incl. |                               |
| 0843631 through 0843676 incl.             | 0844305 through 0844317 incl. |                               |
| 0843679 through 0843700 incl.             | 0844319 through 0844332 incl. |                               |
| 0843702 through 0843737 incl.             | 0844334 through 0844337 incl. |                               |
| 0843739 through 0843780 incl.             | 0844339 through 0844376 incl. |                               |
| 0843782 through 0843845 incl.             | 0844379 through 0844398 incl. |                               |
| 0843847 and 0843848                       | 0844400 and 0844401           |                               |
| 0843850 through 0843856 incl.             | 0844403 through 0844415 incl. |                               |
| 0843858 through 0843861 incl.             | 0844417 through 0844422 incl. |                               |
| 0843863 through 0843878 incl.             | 0844424 through 0844428 incl. |                               |
| 0843879 through 0843902 incl.             | 0844430 through 0844436 incl. |                               |
| 0843904 through 0843934 incl.             | 0844439 through 0844450 incl. |                               |
| 0843936 through 0843951 incl.             | 0844452 through 0844454 incl. |                               |
| 0843953 through 0843957 incl.             | 0844456 through 0844470 incl. |                               |
| 0843959 through 0843969 incl.             | 0844472 through 0844475 incl. |                               |
| 0843971                                   | 0844477 through 0844494 incl. |                               |
| 0843973 through 0843977 incl.             | 0844496 through 0844512 incl. |                               |
| 0843979 through 0843982 incl.             | 0844514 through 0844518 incl. |                               |
| 0843984, 0843985 and 0843986              | 0844520 through 0844524 incl. |                               |
| 0843988 through 0844016 incl.             | 0844526                       |                               |
|   | 0844528                       |                               |

**Table 2 – Affected Airplanes and Rotorcraft**

| <b>Manufacturer</b>                              |
|--|
| Airbus   |
| ATR – GIE Avions de Transport Régional           |
| The Boeing Company                               |
| Bombardier, Inc.                                 |
| Cessna Aircraft Company                          |
| Dassault-Aviation                                |
| Empresa Brasileira de Aeronautica S.A. (EMBRAER) |
| Eurocopter Canada Limited                        |
| Eurocopter Deutschland GMBH (ECD)                |
| Eurocopter France                                |
| McDonnell Douglas Corporation                    |

**Subject**

- (d) Air Transport Association (ATA) of America Code 26: Fire Protection.

**Reason**

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

The Civil Aviation Authority of the United Kingdom (UK) has informed EASA [European Aviation Safety Agency] that significant quantities of Halon 1211 gas, determined to be outside the required specification, have been supplied to the aviation industry for use in fire extinguishing equipment. Halon 1211 (BCF) is used in portable fire extinguishers, usually fitted or stowed in aircraft passenger cabins and flight decks.

EASA published Safety Information Bulletin (SIB) 2009-39 on 23 October 2009 to make the aviation community aware of this safety concern.

The results of the ongoing investigation have now established that LyonTech Engineering Ltd, a UK-based company, has supplied further consignments of Halon 1211 (BCF) to SICLI that do not meet the required specification. This Halon 1211 has subsequently been used to fill P/N [part number] 1708337B4 portable fire extinguishers that are now likely to be installed in or carried on board aircraft.

The contaminated nature of this gas, when used against a fire, may provide reduced fire suppression, endangering the safety of the aircraft and its occupants. In addition,

extinguisher activation may lead to release of toxic fumes, possibly causing injury to aircraft occupants.

For the reason described above, this EASA AD requires the identification and removal from service of certain batches of fire extinguishers and replacement with serviceable units.

## **Compliance**

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

## **Actions**

(g) Within 90 days after the effective date of this AD, replace all Type H1-10 AIR Halon 1211 (BCF) portable fire extinguishers manufactured by SICLI, having P/N 1708337B4 and having any serial number listed in Table 1 of this AD, with serviceable fire extinguishers.

(h) Within 90 days after doing any replacement required by paragraph (g) of this AD, return the affected fire extinguisher to: SICLI, ZI la Saunière, 89600 Saint Florentin, France; telephone: +33 (0)3 8643 7930; fax: +33 (0)3 8635 3632; e-mail [jerome.villette@sicli.com](mailto:jerome.villette@sicli.com); Web site: <http://www.sicli.com>.

(i) As of the effective date of this AD, do not install any SICLI fire extinguisher having P/N 1708337B4 and a serial number listed in Table 1 of this AD, on any airplane or rotorcraft.

## **FAA AD Differences**

Note 1: This AD differs from the MCAI and/or service information as follows:

(1) EASA AD 2009-0278, dated December 22, 2009, specifies a time of 30 days to do the actions. This AD requires that the actions be done within 90 days. We have determined that a 90-day compliance time will ensure an acceptable level of safety.

(2) EASA AD 2009-0278 includes fire extinguishers having certain serial numbers in its applicability. The EASA AD also includes a requirement to inspect to determine if the fire extinguishers have those serial numbers and replacement if necessary. Since the affected fire extinguishers are part of the applicability, it is not necessary to also require inspecting for them. Therefore, this AD includes fire extinguishers having certain serial numbers in its applicability and does not include an additional requirement to inspect for serial numbers; this AD requires replacement of all affected fire extinguishers.

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The manager of the office having certificate responsibility for the affected product 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 aircraft to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(i) For transport airplanes: Send information to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149.

(ii) For small airplanes: Send information to ATTN: Leslie B. Taylor, Aerospace Engineer, Standards Staff, Small Airplane Directorate, FAA, 901 Locust Street, Room 301, Kansas City, MO 64106; telephone (816) 329-4134; fax (816) 329-4090.

(iii) For rotorcraft: Send information to ATTN: DOT/FAA Southwest Region, J.R. Holton, Jr., ASW-112, Aviation Safety Engineer, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-4964; fax (817) 222-5961.

(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**

(k) Refer to MCAI EASA Airworthiness Directive 2010-0278, dated December 22, 2009, for related information.

### **Material Incorporated by Reference**

(l) None.

Issued in Washington, DC, on February 4, 2010.  
Kalene C. Yanamura,  
Acting Director,  
Aircraft Certification Service.



---

**2010-05-01 ATR-GIE Avions de Transport Régional:** Amendment 39-16210. Docket No. FAA-2010-0155; Directorate Identifier 2010-NM-026-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 12, 2010.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to ATR-GIE Avions de Transport Régional Model ATR42-200, -300, -320, and -500 airplanes; and Model ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes; certificated in any category, all serial numbers, equipped with L'Hotellier Halon 1211 (BCF) fire extinguishers, having part number (P/N) 863521-01 and having any serial number identified in paragraph 1.A. of L'Hotellier Service Bulletin 863521-26-001, Revision 2, dated February 4, 2010.

**Subject**

- (d) Air Transport Association (ATA) of America Code 26: Fire Protection.

**Reason**

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

The Civil Aviation Authority of the United Kingdom (UK) has informed EASA [European Aviation Safety Agency] that significant quantities of Halon 1211 gas, determined to be outside the required specification, have been supplied to the aviation industry for use in fire extinguishing equipment. Halon 1211 (BCF) is used in lavatory waste bin fire extinguishers and portable fire extinguishers, usually fitted or stowed in aircraft passenger cabins and flight decks.

EASA published Safety Information Bulletin (SIB) 2009-39 on 23 October 2009 to make the aviation community aware of this safety concern.

The results of the ongoing investigation have now established that LyonTech Engineering Ltd, a UK-based company, has supplied further consignments of Halon 1211 (BCF) to L'Hotellier that do not meet the required specification. This Halon 1211 has subsequently been used to fill certain P/N 863521-01 portable fire extinguishers that are now likely to be installed in or carried on board ATR aeroplanes.

The contaminated nature of this gas, when used against a fire, may provide reduced fire suppression, endangering the safety of the aeroplane and its occupants. In addition, extinguisher activation may lead to the release of toxic fumes, possibly causing injury to aeroplane occupants.

For the reasons described above, this EASA AD requires the identification and removal from service of certain batches of fire extinguishers and replacement with serviceable units.

This [EASA] AD has been revised to extend the compliance time.

## **Compliance**

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

## **Actions**

(g) Within 90 days after the effective date of this AD, replace all L'Hotellier fire extinguishers having P/N 863521-01 and having any serial number identified in paragraph 1.A. of L'Hotellier Service Bulletin 863521-26-001, Revision 2, dated February 4, 2010, with serviceable fire extinguishers.

(h) As of the effective date of this AD, do not install any L'Hotellier fire extinguisher having P/N 863521-01 and having any serial number identified in paragraph 1.A. of L'Hotellier Service Bulletin 863521-26-001, Revision 2, dated February 4, 2010, on any airplane, unless it has been reconditioned with compliant Halon 1211 (BCF) and re-identified, in accordance with the Accomplishment Instructions of L'Hotellier Service Bulletin 863521-26-001, Revision 1, dated January 28, 2010; or Revision 2, dated February 4, 2010.

## **FAA AD Differences**

Note 1: This AD differs from the MCAI and/or service information as follows:

(1) EASA AD 2009-0276R1, dated February 5, 2010, specifies a time of 4 months to do the actions. This AD requires that the actions be done within 90 days. We have determined that a 90-day compliance time will ensure an acceptable level of safety.

(2) EASA AD 2009-0276R1, dated February 5, 2010, includes fire extinguishers having certain serial numbers in its applicability. The EASA AD also includes a requirement to inspect to determine if the fire extinguishers have those serial numbers and replacement if necessary. Since the affected fire extinguishers are part of the applicability, it is not necessary to also require inspecting for them. Therefore, this AD includes fire extinguishers having certain serial numbers in its applicability and does not include an additional requirement to inspect for serial numbers; this AD requires replacement of all affected fire extinguishers.

## Other FAA AD Provisions

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

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

(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

(j) Refer to MCAI EASA Airworthiness Directive 2009-0276R1, dated February 5, 2010; and L'Hotellier Service Bulletins 863521-26-001, Revision 1, dated January 28, 2010, and Revision 2, dated February 4, 2010; for related information.

## Material Incorporated by Reference

(k) You must use L'Hotellier Service Bulletin 863521-26-001, Revision 1, dated January 28, 2010; or L'Hotellier Service Bulletin 863521-26-001, Revision 2, dated February 4, 2010; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact L'Hotellier Repair Station, 4 rue Henri Poincaré, 92167 ANTONY Cedex, France, Attn: Product Support; telephone +33 (0)1 55 59 09 65; fax +33 (0)1 46 66 66 71; e-mail Sylvie.LaRuffa@hs.utc.com or Alain.Dorneau@hs.utc.com.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 11, 2010.

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



---

**2010-05-04 McDonnell Douglas Corporation:** Amendment 39-16213. Docket No. FAA-2009-0783; Directorate Identifier 2009-NM-081-AD.

## Effective Date

(a) This airworthiness directive (AD) is effective April 1, 2010.

## Affected ADs

(b) None.

## Applicability

(c) This AD applies to all McDonnell Douglas Corporation Model MD-90-30 airplanes, certificated in any category.

## Subject

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

## Unsafe Condition

(e) This AD results from reports of cracked overwing frames. We are issuing this AD to detect and correct such cracking, which could sever the frame, increase the loading of adjacent frames, and result in damage to adjacent structure and loss of overall structural integrity of the airplane.

## Compliance

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

## Inspections

(g) Before the accumulation of 20,000 total flight cycles, or within 60 months after the effective date of this AD, whichever occurs later: Do general visual and high frequency eddy current inspections for cracking of the overwing frames, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-53A031, dated April 10, 2009. Do the applicable corrective actions before further flight, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-53A031, dated April 10, 2009. Repeat the inspections thereafter at the

applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-53A031, dated April 10, 2009.

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

(h)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Roger Durbin, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5233; fax (562) 627-5210.

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

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

### **Material Incorporated by Reference**

(i) You must use Boeing Alert Service Bulletin MD90-53A031, dated April 10, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 16, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



---

**2010-05-05 BAE Systems (Operations) Limited:** Amendment 39-16214. Docket No. FAA-2010-0130; Directorate Identifier 2009-NM-087-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective March 12, 2010.

**Affected ADs**

(b) This AD supersedes AD 2007-15-08, Amendment 39-15137.

**Applicability**

(c) This AD applies to all BAE Systems (Operations) Limited Model ATP airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new and revised inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (q) 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.

**Subject**

(d) Air Transport Association (ATA) of America Code: 51: Standard Practices/Procedures.

**Reason**

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

A review of the results of the final fuselage fatigue test identified the need for additional and revised safety-related fatigue- and environmental inspections for the fuselage. These additional tasks were introduced by Service Bulletin (SB) ATP-51-002, which supplemented and in some cases revised those previously published in the Aircraft Maintenance Manual (AMM) Chapter 05-10-17 and the Maintenance Review Board Report (MRBR).

As it was determined that these inspections were necessary to maintain the structural integrity of the aeroplane, EASA AD 2006-0090 [which corresponds to FAA AD 2007-15-08] was issued to require the inspections and, depending on findings, corrective actions as defined in BAE Systems (Operations) Limited SB ATP-51-002 (the SB) at original issue.

Since the original Issue of the SB, three revisions have been published. Revision 1 of the SB included only editorial changes. Revision 2 of the SB corrected the fuselage frame designations in Parts 50 and 50A and extended the allowable time before initial inspection. In addition, the repeat inspection interval in Part 43 of the SB was reduced. In the latest Revision 3 of the SB, the grace period for the initial inspection in Part 50 has been clarified.

Fatigue tasks in Parts 1 through 50 of the SB, i.e. those without an "A" suffix, have now been replicated in AMM Chapter 05-10-17 and MRBR Section 6. In addition, environmental tasks, those identified with an "A" suffix, have now been replicated in MRBR Section 6.

For the reasons described above, this AD retains the requirements of EASA AD 2006-0090, which is superseded, and requires the accomplishment of the inspections and, depending on findings, corrective actions as defined in BAE Systems (Operations) Limited SB ATP-51-002 at Revision 3.

The unsafe condition is fatigue cracking of certain structural elements, which could result in reduced structural integrity of the airplane and consequent rapid decompression of the airplane. The corrective actions include repairing cracking and corrosion, and depending on findings, repairing or replacing damaged components.

## **Compliance**

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

## **Restatement of Requirements of AD 2006-18-09, With Revised Compliance Method**

### **Airworthiness Limitations Revision Specified in AD 2000-26-10**

(g) Within 30 days after February 7, 2001 (the effective date of AD 2000-26-10, Amendment 39-12060, which was superseded by AD 2005-19-03, which was superseded by AD 2007-15-08), revise the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Doing the revision specified in paragraph (h) of this AD replaces Chapters 27, 32, 53, and 54 listed in Section 05-10-11 and Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17 that are in effect on February 7, 2001, with Chapters 27, 32, 53, and 54 listed in Section 05-10-11, "Mandatory Life Limitations (Airframe)"; and Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17, "Structurally Significant Items (SSIs)"; both dated July 15, 2004; of the British Aerospace ATP Aircraft Maintenance Manual (AMM). Doing the revision specified in paragraph (l) of this AD replaces Sections 05-10-12, 05-10-15, and 05-10-17 with the corresponding sections specified in paragraph (l) of this AD.

Note 2: Guidance on revising the ALS can be found in Section 05-00-00, dated August 15, 1997, of the British Aerospace ATP AMM, dated October 15, 1999. This section references other chapters of the AMM. The applicable revision level of the referenced chapters is that in effect on February 7, 2001.

### **Airworthiness Limitations Specified in AD 2005-19-03**

(h) Within 30 days after September 28, 2005 (the effective date of AD 2005-19-03, Amendment 39-14268, which was superseded by AD 2006-18-09), revise the ALS of the Instructions for Continued Airworthiness according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Doing the revision specified in paragraph (i) of this AD replaces certain Chapter 52 and 53 tasks listed in Section 05-10-17, "Structurally Significant Items (SSIs)," dated July 15, 2004, of the British Aerospace ATP AMM, with the corresponding Chapter 52 and 53 tasks listed in BAE SYSTEMS (Operations) Limited Service Bulletin ATP-51-002, dated December 20, 2005. Doing the revision specified in paragraph (l) of this AD replaces Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17 with the corresponding Section 05-10-17 specified in paragraph (l) of this AD.

Note 3: Guidance on revising the ALS can be found in Chapters 27, 32, 53, and 54 listed in Section 05-10-11, "Mandatory Life Limitations (Airframe)"; and the tasks for Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17, "Structurally Significant Items (SSIs)"; both dated July 15, 2004; of the British Aerospace ATP AMM. These chapters replace the corresponding chapters in Section 05-00-00, dated August 15, 1997, of the British Aerospace ATP AMM as specified in paragraph (g) of this AD.

### **New and Revised Airworthiness Limitations in AD 2006-18-09**

(i) Within 30 days after September 21, 2006 (the effective date of AD 2006-18-09), revise the ALS of the Instructions for Continued Airworthiness by incorporating the new and revised tasks for Chapters 52 and 53 as specified in BAE SYSTEMS (Operations) Limited Service Bulletin ATP-51-002, dated December 20, 2005, into the ALS. The revised Chapter 52 and 53 tasks replace the corresponding Chapter 52 and 53 tasks in Section 05-10-17, "Structurally Significant Items (SSIs)," dated July 15, 2004, of the British Aerospace ATP AMM, as specified in paragraph (h) of this AD.

(j) Except as provided by paragraph (q) of this AD: After the actions specified in paragraphs (g), (h), and (i) of this AD have been accomplished, no alternative inspections or inspection intervals may be approved for the structural elements specified in the documents listed in paragraphs (g), (h), and (i) of this AD.

### **No Reporting Required**

(k) Although BAE SYSTEMS (Operations) Limited Service Bulletin ATP-51-002, dated December 20, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

## **Restatement of Requirements of AD 2007-15-08, With Revised Compliance Method**

### **Revised Limitations**

(l) Within 30 days after August 8, 2007 (the effective date of AD 2007-15-08), revise the ALS of the Instructions for Continued Airworthiness according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

Note 4: Guidance on revising the ALS can be found in Section 05-10-12, "Mandatory Life Limitations (Airframe–Structures)," dated January 15, 2007; Section 05-10-15, "Mandatory Life Limitations (Powerplant/Engine/APU–Structures)," dated January 15, 2007; and Section 05-10-17, "Structurally Significant Items (SSIs)," dated January 15, 2007; of the BAE Systems (Operations) Limited ATP AMM. The revised sections replace the corresponding sections specified in paragraphs (g) and (h) of this AD.

(m) Except as provided by paragraph (q) of this AD: After the action specified in paragraph (l) of this AD has been accomplished, no alternative inspections or inspection intervals may be approved for the structural elements specified in the documents listed in paragraph (l) of this AD.

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

#### **Actions**

(n) Within 30 days after the effective date of this AD: Revise the ALS of the Instructions for Continued Airworthiness by incorporating the inspections specified in BAE SYSTEMS (Operations) Limited Inspection Service Bulletin ATP-51-002, Revision 3, dated April 3, 2008. Doing this revision terminates the requirements of paragraph (i) of this AD. The revised Chapter 52 and 53 tasks replace the corresponding Chapter 52 and 53 tasks in Section 05-10-17, "Structurally Significant Items (SSIs)," dated July 15, 2004, of the British Aerospace ATP AMM, as specified in paragraph (h) of this AD. Do the initial inspection for fatigue cracking at the applicable time in Part N., "Approval," of BAE SYSTEMS (Operations) Limited Inspection Service Bulletin ATP-51-002, Revision 3, dated April 3, 2008.

(o) Except as provided by paragraph (q) of this AD: After the action specified in paragraph (n) of this AD has been accomplished, no alternative inspections or inspection intervals may be approved for the structural elements specified in the documents listed in paragraph (n) of this AD.

(p) Submit a report of the findings (both positive and negative) of all of the inspections required by paragraph (n) of this AD to Customer Engineering Liaison, BAE SYSTEMS Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: +44 (0) 1292 675289; fax: +44 (0) 1292 675432; at the applicable time specified in paragraph (p)(1) or (p)(2) of this AD. 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.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

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

**FAA AD Differences**

Note 5: This AD differs from the MCAI and/or service information as follows: No differences.

**Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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**

(r) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2009-0074, dated March 31, 2009; and BAE SYSTEMS (Operations) Limited Inspection Service Bulletin ATP-51-002, Revision 3, dated April 3, 2008; for related information.

**Material Incorporated by Reference**

(s) You must use the service information contained in Table 1 of this AD, as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

**Table 1 – All Material Incorporated by Reference**

| <b>Document</b>  | <b>Revision</b> | <b>Date</b>       |
|--|-----------------|-------------------|
| BAE SYSTEMS (Operations) Limited Service Bulletin ATP-51-002 | 3               | April 3, 2008     |
| BAE SYSTEMS (Operations) Limited Service Bulletin ATP-51-002 | Original        | December 20, 2005 |

(1) The Director of the Federal Register approved the incorporation by reference of the service information contained in Table 2 of this AD under 5 U.S.C. 552(a) and 1 CFR part 51.

**Table 2 – New Material Incorporated by Reference**

| <b>Document</b>   | <b>Revision</b> | <b>Date</b>   |
|---|-----------------|---------------|
| BAE SYSTEMS (Operations) Limited<br>Service Bulletin ATP-51-002 | 3               | April 3, 2008 |

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information contained in Table 3 of this AD on September 21, 2006 (71 FR 52418, September 6, 2006).

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

| <b>Document</b>   | <b>Revision</b> | <b>Date</b>       |
|---|-----------------|-------------------|
| BAE SYSTEMS (Operations) Limited<br>Service Bulletin ATP-51-002 | Original        | December 20, 2005 |

(3) For service information identified in this AD, contact BAE SYSTEMS Regional Aircraft, 13850 McLearen Road, Herndon, Virginia 20171; telephone 703-736-1080; e-mail raebusiness@baesystems.com; Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 16, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



---

**2010-05-06 Airbus:** Amendment 39-16215. Docket No. FAA-2010-0128; Directorate Identifier 2009-NM-136-AD.

## Effective Date

- (a) This airworthiness directive (AD) becomes effective March 12, 2010.

## Affected ADs

- (b) None.

## Applicability

(c) This AD applies to Airbus Model A340-541 and -642 airplanes, certificated in any category; all serial numbers, except those on which Airbus Modification 56026 has been accomplished in production, or Airbus Service Bulletin A340-57-5010 has been accomplished in service.

## Subject

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

## Reason

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

During the A340-600 full scale fatigue test, cracks were found on left and right sides of the rear spar vertical cruciform at Frame 47.

This situation, if not corrected, can affect the aircraft structural integrity.

Further to this full scale fatigue test completion, it has been determined that the current inspections values (thresholds and intervals) as specified in the ALI (Airworthiness Limitation Items) tasks 57.18.16 have to be reviewed in order to comply with certification requirements. Consequently AIRBUS Service Bulletin (SB) A340-57-5011 has been issued to supersede the ALI tasks 57.18.16.

This AD mandates a repetitive inspection program in order to detect any crack by means of two Non-Destructive Test (NDT) inspection methods (High Frequency Eddy Current and Ultra Sonic).

This AD has been revised in order to exclude from the applicability section, A340-642 aircraft on which a terminating action modification 56026 or SB A340-57-5010 has been embodied and which consists of a large cut-out of the vertical cruciform flange in order to reduce the stress level in this critical area.

## Compliance

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

## Actions

(g) Do the following actions.

(1) At the applicable time specified in the table titled, "THRESHOLDS" in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-5011, dated June 27, 2007, or within 3 months after the effective date of this AD, whichever occurs later; except that where the table expresses times in terms of "flight cycles" and "flight hours," those terms mean "total flight cycles" and "total flight hours" for purposes of this AD: Perform the NDT inspections of the cruciform fitting radius at Frame 47 on the right-hand and left-hand sides, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-57-5011, dated June 27, 2007.

(2) Submit a report of the findings of the inspection required by paragraph (g)(1) of this AD using Appendix 01 of Airbus Mandatory Service Bulletin A340-57-5011, dated June 27, 2007, to Airbus, Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex France, Attn: SDC32 Technical Data and Documentation Services; fax (+33) 5 61 93 28 06; e-mail sb.reporting@airbus.com; at the applicable time specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was accomplished prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(3) If no crack is detected during an inspection required by paragraph (g)(1) of this AD, apply sealant before further flight, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-57-5011, dated June 27, 2007. Repeat the inspection required by paragraph (g)(1) of this AD thereafter at the applicable interval specified in paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A340-57-5011, dated June 27, 2007.

(4) If any crack is found during any inspection required by paragraph (g)(1) of this AD, contact Airbus to get repair instructions and repair before further flight.

(5) Modifying the rear spar vertical cruciform at frame 47 in accordance with Airbus Service Bulletin A340-57-5010, Revision 01, dated April 2, 2008, terminates the inspection requirements of paragraphs (g)(1) and (g)(3) of this AD.

(6) After accomplishing the initial inspections required by paragraph (g)(1) of this AD or after the modification specified in paragraph (g)(5) of this AD is done, the limitation Tasks 57.18.16 (10 different tasks) of Airbus A340-500/600 Airworthiness Limitation Items need not be done.

(7) Modifying the rear spar vertical cruciform at frame 47 is also acceptable for compliance with the requirements of paragraph (g)(5) of this AD if done before the effective date of this AD in accordance with Airbus Service Bulletin A340-57-5010, dated September 28, 2007.

## FAA AD Differences

Note 1: 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, International Branch, 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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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

(i) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2007-0207R1, dated November 7, 2007; Airbus Service Bulletin A340-57-5010, Revision 01, dated April 2, 2008; and Airbus Mandatory Service Bulletin A340-57-5011, dated June 27, 2007; for related information.

## Material Incorporated by Reference

(j) You must use Airbus Mandatory Service Bulletin A340-57-5011, including Appendix 01, dated June 27, 2007, as applicable, to do the actions required by this AD, unless the AD specifies otherwise. If you accomplish the optional actions specified by this AD, you must use Airbus Service Bulletin A340-57-5010, Revision 01, dated April 2, 2008, to perform those actions, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; fax +33 5 61 93 45 80; e-mail [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.com>.

(3) You may review copies of the service information that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 16, 2010.  
Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2010-05-07 Airbus:** Amendment 39-16216. Docket No. FAA-2010-0131; Directorate Identifier 2009-NM-132-AD.

## Effective Date

- (a) This airworthiness directive (AD) becomes effective March 12, 2010.

## Affected ADs

- (b) None.

## Applicability

- (c) This AD applies to all Airbus Model A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313 series airplanes; certificated in any category.

## Subject

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

## Reason

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

A review of A340 missions has demonstrated that CFM56-5C forward engine mount thrust links fitted with oversized bearing[s] will not reach the updated link fatigue life limit of 15500 Flight Cycles (FC) due to an increase in bore diameter.

Oversized bearing repairs have been possible through the accomplishment of CMM 71-21-12 Repair 1. The consequent potential failure of the affected thrust link would reduce the forward engine mounts structural integrity and could eventually lead to engine separation, constituting an unsafe condition.

Consequently, this AD requires:

–The [detailed] inspection of the link assembly to identify a possible oversized bearing repair and, in case of finding, the application of the associated corrective actions, or

–The repetitive [detailed] inspection [for cracking, damage (e.g., dents), and missing fasteners] of the forward engine mounts until accomplishment of the inspection of the link assembly for the identification of a possible oversized bearing repair.

The corrective actions for finding oversized bearings in the forward engine mount thrust link assembly include contacting Goodrich for instructions and doing the repair. The corrective actions for finding cracking, damage (e.g., dents), and missing fasteners in the forward engine mounts include, depending on the findings, replacing cracked parts and missing fasteners, and polishing damaged areas.

## **Actions and Compliance**

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

(1) Within 1,700 flight cycles or 24 months from the effective date of this AD, whichever occurs first: Do the actions required by paragraph (f)(1)(i) or (f)(1)(ii) of this AD.

(i) Perform a detailed inspection for oversized bearing repair of the forward engine mount thrust link assembly, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-71-4007, dated April 1, 2009. If oversized bearings are found, before further flight, contact Goodrich for instructions, and do the repair.

(ii) Perform a detailed inspection of the forward engine mounts for cracking, damage (e.g., dents), and missing fasteners, in accordance with Task 71-21-11-210-801-0 of the Airbus A340 Aircraft Maintenance Manual, Revision 68, dated October 1, 2009. Do all applicable corrective actions before further flight in accordance with Task 71-21-11-210-801-0 of the Airbus A340 Aircraft Maintenance Manual, Revision 68, dated October 1, 2009. Repeat the inspection thereafter at intervals not to exceed 1,700 flight cycles or 24 months, whichever occurs first, until the inspection required by paragraph (f)(2) of this AD is done.

(2) For airplanes on which the inspection specified in paragraph (f)(1)(ii) of this AD is done: Within 4,500 flight cycles from the effective date of this AD, do the inspection and applicable corrective actions required by paragraph (f)(1)(i) of this AD. Doing the inspection and applicable corrective actions required by paragraph (f)(1)(i) of this AD terminates the repetitive inspections required by paragraph (f)(1)(ii) of this AD.

## **FAA AD Differences**

Note 1: This AD differs from the MCAI and/or service information as follows:

Airbus Mandatory Service Bulletin A340-71-4007, dated April 1, 2009; does not contain corrective actions if damage is found during the inspection of the forward engine mounts. The corrective actions are specified in Task 71-21-11-210-801-0 of the Airbus A340 Aircraft Maintenance Manual, Revision 68, dated October 1, 2009. Therefore, this AD refers to Task 71-21-11-210-801-0 of the Airbus A340 Aircraft Maintenance Manual, Revision 68, dated October 1, 2009, for the inspection and corrective actions.

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Vladimir

Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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 European Aviation Safety Agency Airworthiness Directive 2009-0108, dated May 5, 2009; Airbus Mandatory Service Bulletin A340-71-4007, dated April 1, 2009; and Task 71-21-11-210-801-0 of the Airbus A340 Aircraft Maintenance Manual, Revision 68, dated October 1, 2009; for related information.

**Material Incorporated by Reference**

(i) You must use Airbus Mandatory Service Bulletin A340-71-4007, including Appendix 1, dated April 1, 2009; and Task 71-21-11-210-801-0 of the Airbus A340 Aircraft Maintenance Manual, Revision 68, dated October 1, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. The Airbus aircraft maintenance manual contains the following effective pages:

**List of Effective Pages:**

| <b>Page Title/Description</b>                | <b>Page Number(s)</b> | <b>Revision Number</b> | <b>Date Shown on Page(s)</b> |
|--|-----------------------|------------------------|------------------------------|
| AMM Title Page                               | None shown            | 68                     | October 1, 2009              |
| AMM Introduction – Description and Operation | 1-6                   | None shown*            | None shown*                  |
| Chapter 71—Table of Contents                 | 1, 3, 5               | None shown*            | January 1, 2009              |
| Chapter 71—Effective Pages                   | 2, 4, 6-11            | None shown*            | January 1, 2008              |
| Task 71-21-11-210-801-0                      | 1-5                   | None shown*            | None shown*                  |

\*The revision level and date is indicated only on the title page of this document.

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

(2) For service information identified in this AD, contact Airbus SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; e-mail [airworthiness.A330-A340@airbus.com](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on February 16, 2010.

Stephen P. Boyd,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.