



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2008-17

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Federal Aviation Administration
Regulatory Support Division
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2008-01			
2007-26-07		Boeing	747-200B, 747-300, 747-400, 747-400D, and 747-400F
2007-26-16		Cessna	680
2007-26-20		Pratt & Whitney	Engine: PW4164, PW4168, and PW4168A
Biweekly 2008-02			
90-25-05R1	R 90-25-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2004-07-22R1	R 2004-07-22	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2007-23-12	COR	Boeing	707-100 long body, -200, -100B long body, and -100B short body, 707-300, -300B, -300C, and -400, 720 and 720B
2007-26-11		Intertechnique Zodiac Aircraft Systems	Appliance: Oxygen reserve cylinders
2007-26-14	S 2003-06-04	Airbus	A300 airplanes; and all Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2007-26-17	S 2006-10-04	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2007-26-18		BAE Systems	BAe 146-100A, -200A, and -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-26-19	S 2004-26-10	Rolls-Royce Deutschland Ltd	Engine: Tay 611-8, Tay 620-15, Tay 650-15, and Tay 651-54, Tay 611-8C
2007-26-21		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2008-01-02		Viking Air Limited	(Caribou) DHC-4 and (Caribou) DHC-4A
2008-01-03		Learjet	45
2008-01-04	S 2007-17-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-01-05	S 2004-15-16	Airbus	A310
2008-02-01		EMBRAER	EMB 135BJ
2008-02-02		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW
Biweekly 2008-03			
2008-02-05		Boeing	777-200 and -300
2008-02-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-02-08		McDonnell Douglas	717-200
2008-02-12		McDonnell Douglas	717-200
2008-02-13		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2008-02-14		Boeing	747-400, -400D, and -400F, 757-200, -200CB, and -200PF, 757-300, 767-200, -300, and -300F, 767-400ER
2008-02-15		Airbus	A319 and A320
2008-02-16		Boeing	767-200 and 767-300
2008-02-17	S 99-18-20	General Electric Company	CF6-50, -80A1/A3, and -80C2A
2008-02-19		Honeywell International Inc	Engine: TFE731-2C, -3B, -3BR, -3C, -3CR, -3D, -3DR, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, and -60
2008-03-03		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2008-03-04		Airbus	A300 B4-600, A300 B4-600R, A300 C4-600R, and A300 F4-600R

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Biweekly 2008-04			
90-25-05 R1	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2004-07-22 R1	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2006-11-05 R2		Rolls Royce	Engine: RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E
2008-01-02	COR	Viking Air Limited	(Caribou) DHC-4 and (Caribou) DHC-4A
2008-03-05		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2008-03-08		SAAB Aircraft AB	SAAB 2000
2008-03-09		CFM International, S.A	Engine: CFM56-7B18, -7B20, -7B22, -7B24, -7B26, -7B27, -7B22/B1, -7B24/B1, -7B26/B1, -7B27/B1, -7B22/B2, -7B26/B2, -7B27/B3
2008-03-12	S 2006-07-25	McDonnell Douglas	See AD
2008-03-13		ATR-GIE Avions de Transport Régional	ATR42-500
2008-03-17		SaaB Aircraft AB	SAAB SF340A and SAAB 340B
2008-03-18		SaaB Aircraft AB	SAAB SF340A and Model SAAB 340B
2008-03-19		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-03-20		Boeing	737-300, -400, and -500
2008-03-21		Fokker Services B.V	F.27 Mark 050
2008-04-01		Airbus	A300, A310, and A300-600
2008-04-02		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2008-04-04		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
Biweekly 2008-05			
2008-04-06		Boeing	707-100 long body, -200, -100B long body, and -100B short body, 707-300, -300B, -300C, -400, 720 and 720B
2008-04-07		Saab Aircraft AB	SF340A and SAAB 340B
2008-04-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-04-10		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2008-04-11		Boeing	707-100 long body, -200, -100B long body, -100B short body; Model 707-300, -300B, -300C, -400, 720 and 720B
2008-04-12	S 2004-23-14	Boeing	767-200, -300, -300F, and -400ER
2008-04-13		ATR-GIE	ATR42-200, -300, -320, and -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2008-04-14	S 2000-12-15	Dassault Aviation	Falcon 2000, Falcon 2000EX, Mystere-Falcon 900, Falcon 900EX, Fan Jet Falcon, Mystere-Falcon 50, Mystere-Falcon 20, Mystere-Falcon 200, and Falcon 10
2008-04-16		BAE Systems	BAe 146 and Model Avro 146-RJ
2008-04-17		Bombardier, Inc.	DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315 and DHC-8-400
2008-04-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2008-04-19		ATR-GIE	ATR42-200, -300, -320, and -500 airplanes; and all ATR Model ATR72-101, -201, -102, -202, -211, -212, and -212A
2008-04-20		Airbus	A319, A320, and A321
2008-04-21		Boeing	737-300, -400, and -500
2008-04-22		Fokker Services B.V	F.28 Mark 0070 and 0100
2008-05-01		General Electric Company	Engine: CF34-8C1/-8C5/-8C5B1/-8E5/-8E5A1

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Biweekly 2008-06			
2007-25-12	COR	Airbus	A318, A319, A320, and A321
2008-05-02	S 2005-25-04	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2008-05-03		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP, and 747SR
2008-05-04		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; A340-200 and -300
2008-05-05		Boeing	737-600, 737-700, 737-700C, 737-800, and 737-900
2008-05-06		Boeing	737-100, -200, -300, -400, and -500
2008-05-07		Dassault Aviation	Fan Jet Falcon, Fan Jet Falcon series C, D, E, F, and G airplanes; Model Mystere-Falcon 200 airplanes; and Model Mystere-Falcon 20-C5, 20-D5, 20-E5, and 20-F5
2008-05-08		Dassault Aviation	Mystere-Falcon 50
2008-05-10	S 2007-16-13	Boeing	757-200, -200PF, and -200CB
2008-05-12	S 2006-04-06	Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2008-05-13	S 2006-17-14	Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 and 440)
2008-05-18		Fokker Services B.V	F27 Mark 050 airplanes, all serial numbers; and Fokker F27 Mark 200, 300, 400, 500, 600, and 700
2008-06-01		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2008-06-02		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-06-03		Boeing	737-600, -700, -700C, -800 and -900 series airplanes; and Boeing Model 757-200, -200PF, -200CB, and -300
2008-06-04		Airbus	A300 and A300-600
2008-06-05	S 2004-03-24	Airbus	A330-200, A330-300, A340-200, and A340-300
2008-06-06		Boeing	767-200, -300, -300F, and -400ER
2008-06-07	S 2005-23-10	Airbus	A330-200, A330-300, A340-200, and A340-300
2008-06-08		BAE Systems	BAe 146-100A, -200A, and -300A
2008-06-09		Boeing	737-200
2008-06-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-06-11		Saab AB	SAAB SF340A and SAAB 340B (including Variant 340B
2008-06-13	S 2007-05-01	Construcciones Aeronauticas, S.A	C-212
2008-06-14		Boeing	757-200, -200PF, and -200CB
2008-06-51	E	Lycoming Engines	Engine: IO, (L)IO, TIO, (L)TIO, AEIO, AIO, IGO, IVO, and HIO series reciprocating engines, Teledyne Continental Motors (TCM) TSIO-360-RB reciprocating engines, and Superior Air Parts, Inc. IO-360

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Biweekly 2008-07			
2008-06-18		Airbus	A300 series airplanes and Model A300-600
2008-06-19		Honeywell International Inc.	Engine: ATF3-6-4C, ATF3-6A-3C, and ATF3-6A-4C turbofan
2008-06-20		Fokker Services B.V	F.28 Mark 0070 and 0100 and Model F.28 Mark 1000, 2000, 3000, and 4000
2008-06-21		McDonnell Douglas	DC-10-10 and DC-10-10F airplanes, Model DC-10-15 airplanes, Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, Model MD-10-10F and MD-10-30F airplanes, and Model MD-11 and MD-11F
2008-06-23		McDonnell Douglas	DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2008-06-24		Boeing	737-300, -400, and -500
2008-06-25		Airbus	A330 and A340, A330-300
2008-06-26		Airbus	A330-200, A330-300, A340-200, and A340-300
2008-06-27		Goodrich	Appliance: Goodrich evacuation systems
2008-06-29		Boeing	737-300, -400, and -500
2008-07-03		Saab Aircraft AB	SF340A (SAAB/SF340A) and SAAB 340B
2008-07-07		DTAA, Inc.	Appliance: Auxiliary fuel tank system
2008-07-09		Southeast Aero-Tek, Inc	Appliance: Auxiliary fuel tank
Biweekly 2008-08			
No Large Aircraft ADs were issued during Biweekly 2008-08.			
Biweekly 2008-09			
2006-12-10 R1		Boeing	747-400
2008-06-07	COR	Airbus	A330-200, A330-300, A340-200, and A340-300
2008-08-01	S 2003-15-01, 2006-17-10, 2006-15-13	McCauley Propeller System	Propeller: B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0
2008-08-02		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2008-08-04	S 2006-11-04	Airbus	A318, A319, A320, and A321
2008-08-05		Fokker Services B.V.	F.27 Mark 050 and F.28 Mark 0100
2008-08-06	S 2005-04-07	Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604)
2008-08-07		Saab Aircraft AB	SF340A (SAAB/SF340A), 340B
2008-08-08		Boeing	757-200, -200CB, -200PF, and -300
2008-08-09		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 400)
2008-08-10		Boeing	737-100, -200, -200C, -300, -400, and -500
2008-08-12		Boeing	757-200, -200PF, -200CB, and -300
2008-08-13		Airbus	A310-304, -322, -324, and -325, A300 Model B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes (commonly called Model A300-600 series airplanes)
2008-08-14	S 2006-06-51	Precision Airmotive LLC	Engine: IO, (L)IO, TIO, (L)TIO, AEIO, AIO, IGO, IVO, and HIO series reciprocating engines, Teledyne Continental Motors (TCM) TSIO-360-RB reciprocating engines, and Superior Air Parts, Inc. IO-360 series reciprocating engines with certain Precision Airmotive LLC RSA-5 and RSA-10 series fuel injection servos
2008-08-18		Fokker Services B.V	F.28 Mark 0070 and Mark 0100
2008-08-19		Gulfstream Aerospace LP	G150
2008-08-20		Dassault Aviation	Falcon 2000
2008-08-21	S 2006-11-15	Embraer	ERJ 170-100 LR, -100 SE, -100 STD, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 IGW, -100 LR, -100 STD, -200 IGW, -200 LR, and -200 STD
2008-08-22		Boeing	737-600, -700, -700C, -800, and -900
2008-08-23		Boeing	737-200C
2008-08-24		Boeing	737-600, -700, -700C, -800, and -900
2008-08-25		Boeing	747-400F, 747-400

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2008-08-26		Boeing	767-200, -300, -300F, and -400ER
2008-09-04		McDonnell Douglas	DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, and DC-8-43 airplanes; Model DC-8-51, DC-8-52, DC-8-53, and DC-8-55 airplanes; Model DC-8F-54 and DC-8F-55 airplanes; Model DC-8-61, DC-8-62, and DC-8-63 airplanes; Model DC-8-61F, DC-8-62F, and DC-8-63F airplanes; Model DC-8-71, DC-8-72, and DC-8-73 airplanes; and Model DC-8-71F, DC-8-72F, and DC-8-73F
2008-09-05		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2008-09-07		Boeing	757-200, -200PF, -200CB, and -300 series airplanes, and Model 767-200, 767-300, and 767-300F
Biweekly 2008-10			
2008-09-06		Saab Aircraft AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2008-09-11		Boeing	777-200, -300, and -300ER
2008-09-12		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-09-13		Boeing	737-300, -400, and -500
2008-09-14		Boeing	737-600, -700, -700C, -800 and -900
2008-09-15		Boeing	737-100, -200, -200C, -300, -400, and -500
2008-09-16		Airbus	A318, A319, A320, and A321
2008-09-17		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, and MD-10-10F
2008-09-19		De Havilland Support Limited	Beagle B.121 series 1, 2, and 3
2008-09-20		Boeing	747-200F, 747-300, 747-400, and 747-400D
2008-09-21		Dassault Aviation	Mystere-Falcon 50
2008-09-22		Construcciones Aeronauticas, S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2008-09-23		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2008-09-24		Bombardier, Inc	DHC-8-400, DHC-8-401, and DHC-8-402
2008-09-25		Bombardier, Inc.	DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315
2008-10-05		BAE Systems	BAe 146-100A, -200A, and -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2008-10-06		Boeing	747-400, -400D, and -400F
2008-10-07		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2008-10-08		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2008-10-09		Boeing	737-100, -200, -200C, -300, -400, and -500
2008-10-10		Boeing	737-600, -700, -700C, -800, and -900
2008-10-11		Boeing	757-200, -200PF, -200CB, and -300
2008-10-51	E	328 SUPPORT SERVICES GMBH	328-100 and -300
Biweekly 2008-11			
2008-10-14		Rolls-Royce Deutschland Ltd. & Co. KG	Engine: Tay 650-15
2008-10-15		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2008-11-01		Boeing	767-200, -300, -300F, and -400ER
2008-11-02		Lockheed	L-1011
2008-11-03		Boeing	737-100, -200, and -200C
2008-11-04		Boeing	737-100, -200, -200C, -300, -400, and -500
2008-11-05	S 2006-07-13	Airbus	A310 and A300-600

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Biweekly 2008-12			
2008-10-51		328 Support Services GmbH	328-100 and -300
2008-11-06		McDonnell Douglas	717-200
2008-11-07		Boeing	757-200, -200CB, -200PF, and -300
2008-11-08		Boeing	737-600, -700, -700C, -800, -900, and -900ER
2008-11-09		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2008-11-12		Fokker Services B.V.	F.28 Mark 0070 and 0100
2008-11-13		Boeing	777-200, -200LR, -300, and -300ER
2008-11-14		McDonnell Douglas	DC-10-10F, DC-10-30F (KC-10A and KDC-10), DC-10-40F, MD-10-10F, and MD-10-30F, MD-11 and MD-11F
2008-11-15		McDonnell Douglas	See AD.
2008-11-16		Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61
2008-11-19		Rolls-Royce plc	Engine: Trent 768-60, 772-60, 772B-60, 772C-60
2008-12-03		Various Transport Category	Appliance: See AD.
Biweekly 2008-13			
2006-16-18 R1	R	Sandel Avionics Incorporated	Appliance ST3400 terrain awareness warning system/radio magnetic indicator
2008-12-04		Boeing	737-600, -700, -700C, -800, and -900
2008-12-05		Boeing	777-200, -200LR, -300, and -300ER
2008-12-07		Empresa Brasileira De Aeronautica S.A	EMB-135BJ and EMB-145XR
2008-12-08		Short Brothers PLC	SD3-60
2008-12-09		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702)
2008-12-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-12-14		Dassault Aviation	2000EX
2008-12-15		Dassault Aviation:	2000EX and 900EX
2008-12-16		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC, SA227-AT, SA227-CC, SA227-DC
2008-12-17	S 2001-08-21	Lockheed	L-1011
2008-12-18		Dassault Aviation	2000EX and 900EX
2008-12-19		Dassault Aviation	Mystère-Falcon 900, 900EX
2008-13-02		BAE Systems	4101
2008-13-03		Boeing	747-400, 747-400D, and 747-400F
2008-13-04		Dassault Aviation	Mystere-Falcon 20-C5, 20-D5, and 20-E5
2008-13-10		Dassault Aviation	Falcon 7X
Biweekly 2008-14			
2008-13-07		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2008-13-08		Bombardier, Inc	DHC-8-400, DHC-8-401, and DHC-8-402
2008-13-14		EMBRAER	EMB-135ER, -135KE, -135KL, and -135LR airplanes, and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2008-13-15		EMBRAER	EMB-135BJ
2008-13-16		Pratt & Whitney Canada Corp	Engine: PW305A and PW305B
2008-13-19		ATR-Gie Avions de Transport Régional	ATR42-200, -300, -320, and -500
2008-13-20		Boeing	757-200, -200CB, -200PF, and -300
2008-13-21		Boeing	767-200, -300, and -400ER
2008-13-22		Boeing	747-400, 747-400D, and 747-400F
2008-13-23		328 Support Services GmbH	328-100

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2008-15			
2008-13-01		Fokker Services B.V.	F27 Mark 050
2008-13-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2008-13-13		Airbus	A330-200, A330-300, A340-200, and A340-300
2008-13-24		ATR-GIE Avions de Transport Régional	ATR42
2008-13-25		Boeing	737-300 and -400
2008-13-26		Lockheed	1329-23A, 1329-23D, and 1329-23E, 1329-25
2008-13-29		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2008-13-30		Gulfstream Aerospace LP	Astra SPX, 1125 Westwind Astra, and Gulfstream 100
2008-13-31		Dassault Aviation	Falcon 2000
2008-14-08		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2008-14-09		Airbus	A300 and A300-600, A300 B2-1C, B2-203 and B2K-3C, A300 B4-103, B4-203, and B4-2C, A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, C4-605R Variant F, and F4-605R
2008-14-10		Lockheed	382, 382B, 382E, 382F, 382G, and 382J
2008-14-11		Boeing	777-200, -200LR, -300, and -300ER
2008-14-14		Boeing	747-400 and 747-400D
2008-14-15		International Aero Engines AG	Engine: IAE V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, and V2528-D5
2008-14-16		328 Support Services GmbH	328-100
2008-14-17		Airbus	A330-200 and A340-300
2008-15-01		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
Biweekly 2008-16			
2008-15-05		Boeing	737-300, -400, and -500
2008-16-01		General Electric	Engine: CF34-8E
2008-16-05	S 2007-02-07	Rolls Royce Deutschland Ltd	Engine: Dart 528, 529, 532, 535, 542, and 552
Biweekly 2008-17			
2008-13-09		Bombardier, Inc.	DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315
2008-16-06		BAE Systems	Jetstream 4101
2008-16-07		Bombardier, Inc.	DHC-8-400, -401 and -402
2008-16-08		Dassault Aviation	Falcon 2000EX
2008-16-09	S 2004-13-08 and 2005-04-13	Short Brothers PLC	SD3-60
2008-16-11		McDonnell Douglas	DC-8-61, DC-8-61F, DC-8-63, DC-8-63F, DC-8-71F, and DC-8-73F
2008-16-12		Boeing	777-200
2008-16-13		Boeing	737-600, -700, -700C, -800, -900, and -900ER
2008-16-14	S 94-15-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747SR, and 747SP
2008-16-18		Rolls-Royce plc	Engine: RB211-524
2008-17-01	S 2005-13-24	328 Support Services	328-100
2008-17-02	S 2007-02-09	Airbus	A310
2008-17-06	S 2007-12-03	Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402



2008-13-09 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15572. Docket No. FAA-2008-0179; Directorate Identifier 2007-NM-367-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 17, 2008.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to all Bombardier Model DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, and DHC-8-315 airplanes, certificated in any category, all serial numbers.

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

Subject

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

Reason

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

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

The assessment showed that supplemental maintenance tasks [inspections of fuel tank bonding jumpers, wiring harnesses, and drain valve components, among other items and actions; and applicable corrective actions] are required to prevent potential ignition sources within the fuel system, which could result in a fuel tank explosion. Revisions have been made to Part 2 "Airworthiness Limitations List" of the DHC-8 Maintenance Program Manuals to introduce the required maintenance tasks.

The corrective action is revising the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness to incorporate new limitations for fuel tank systems.

Actions and Compliance

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

(1) Within 60 days after the effective date of this AD, or before December 16, 2008, whichever occurs first, revise the ALS of the Instructions for Continued Airworthiness to incorporate the fuel system limitations tasks identified in the de Havilland temporary revisions (TRs) to Part 2, "Airworthiness Limitations List," of the Dash 8 Series Maintenance Program Manuals ("the MPMs"). The TRs are listed in Table 1 of this AD. For the tasks identified in the TRs, the initial compliance times start at the later of the applicable "Threshold" and "Grace Period" times specified in Table 2 of this AD, and the repetitive limitation tasks must be accomplished thereafter at the interval specified in the TRs, except as provided by paragraphs (f)(2), (f)(3), (f)(4), and (g)(1) of this AD.

Table 1 – Temporary Revisions

Model	de Havilland TR	MPM
DHC-8-102, DHC-8-103, and DHC-8-106 airplanes	AWL-110, dated August 31, 2007	Dash 8 Series 100 MPM, Product Support Manual (PSM) 1-8-7, Part 2, "Airworthiness Limitations List"
DHC-8-201, and DHC-8-202 airplanes	AWL 2-43, dated August 31, 2007	Dash 8 Series 200 MPM, PSM 1-82-7, Part 2, "Airworthiness Limitations List"
DHC-8-301, DHC-8-311, and DHC-8-315 airplanes	AWL 3-109, dated August 31, 2007	Dash 8 Series 300 MPM, PSM 1-83-7, Part 2, "Airworthiness Limitations List"

Table 2 – Initial Inspections

Description	Compliance Time (whichever occurs later)	
	Threshold	Grace Period
Tasks with 6,000 flight hours/36 month intervals	Before the accumulation of 6,000 total flight hours, or within 36 months since new, whichever occurs first	Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first
Tasks with 18,000 flight hours/108 month intervals	Before the accumulation of 18,000 total flight hours, or within 108 months since new, whichever occurs first	Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first
Tasks with 72,000 flight hours/36 year intervals	Before the accumulation of 72,000 total flight hours, or within 36 years since new, whichever occurs first	Within 600 flight hours or 3 months after the effective date of this AD, whichever occurs first

Note 2: The actions required by paragraph (f)(1) of this AD may be done by inserting a copy of the applicable TR listed in Table 1 of this AD into the ALS of the applicable MPM listed in Table 1 of this AD. When the applicable TR has been included in general revisions of the applicable MPM, the general revisions may be inserted in the MPM, provided the relevant information in the general revision is identical to that in the applicable TR.

(2) For those tasks with 6,000 flight hours/36 month limitation task intervals: For airplanes that have accumulated 4,000 total flight hours or more, or 24 months or more since new, as of the effective date of this AD, do the initial limitation tasks within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first. Thereafter, repeat the limitation tasks at intervals not to exceed 6,000 flight hours or 36 months, whichever occurs first.

(3) For those tasks with 18,000 flight hours/108 month limitation task intervals: For airplanes that have accumulated 12,000 total flight hours or more, or 72 months or more since new, as of the effective date of this AD, do the initial limitation tasks within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first. Thereafter, repeat the limitation tasks at intervals not to exceed 18,000 flight hours or 108 months, whichever occurs first.

(4) After accomplishing the actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD, no alternative inspections/limitation tasks or inspection/limitation task intervals may be used unless the inspections/limitation tasks or inspection/limitation task intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (g)(1) of this AD.

FAA AD Differences

Note 3: 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 ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Rocco Viselli, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7331; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2007-32, dated December 17, 2007, and the de Havilland temporary revisions listed in Table 1 of this AD.

Material Incorporated by Reference

(i) You must use the applicable service information specified in Table 3 of this AD 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., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada.

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

Table 3 – Material Incorporated by Reference

De Havilland Temporary Revision -	Dated -	To the -
AWL-110	August 31, 2007	Dash 8 Series 100 Maintenance Program Manual, Product Support Manual 1-8-7, Part 2, “Airworthiness Limitations List”
AWL 2-43	August 31, 2007	Dash 8 Series 200 Maintenance Program Manual, Product Support Manual 1-82-7, Part 2, “Airworthiness Limitations List”
AWL 3-109	August 31, 2007	Dash 8 Series 300 Maintenance Program Manual, Product Support Manual 1-83-7, Part 2, “Airworthiness Limitations List”

Issued in Renton, Washington, on July 31, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-18430 Filed 8-12-08; 8:45 am]



2008-16-06 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-15624. Docket No. FAA-2008-0541; Directorate Identifier 2008-NM-063-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 9, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all BAE Systems (Operations) Limited Model Jetstream 4101 airplanes, certificated in any category, all serial numbers.

Subject

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

Reason

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

Resulting from the assessment of fuel tank wiring installations required by SFAR 88 (Special Federal Aviation Regulation 88) and equivalent JAA/EASA (Joint Aviation Authorities/European Aviation Safety Agency) policy, BAE Systems identified two features in the Jetstream 4100 where the need for design changes was apparent. One of these is addressed by Service Bulletin (SB) J41-28-013 which introduces additional bonding leads between pipes, structure and various components to improve the electrical bond paths within the fuel tank areas. This design change is identified by modification number JM41659. Additionally, SB J41-28-013 provides instructions to inspect the existing bonding leads, to replace any defective leads and to examine all fuel system pipe runs in the wings to ensure appropriate clearances are maintained.

Insufficient or defective bonding in the fuel tank area, if not corrected, could lead to ignition of fuel vapours and subsequent fuel tank explosion.

For the reason stated above, this EASA Airworthiness Directive (AD) requires the installation of additional bonding leads, inspection [for defects] of existing bonding leads and [for clearance of] all fuel system pipe runs in the wings and follow-on corrective actions, as necessary.

Corrective actions include replacing any defective bonding leads and adjusting clearances of the fuel system pipe runs.

Actions and Compliance

(f) Within 24 months after the effective date of this AD, unless already done, do the following actions.

(1) Inspect the bonding leads between ribs 1 and 9, and between ribs 16 and 19, in the left-hand (LH) and right-hand (RH) wings in accordance with paragraph 2.B.(2) of the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-28-013, Revision 1, dated January 10, 2008; and, before next flight, replace all defective bonding leads with airworthy parts in accordance with the service bulletin.

(2) Inspect all fuel system pipe runs inside the LH and RH wings in accordance with paragraph 2.B.(3) of the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-28-013, Revision 1, dated January 10, 2008; and, if incorrect clearances are found, before next flight, adjust clearances in accordance with the service bulletin.

(3) Install additional electrical bonding of components within the LH and RH wings in accordance with paragraphs 2.B.(4) to 2.B.(15) of the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-28-013, Revision 1, dated January 10, 2008.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, 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 inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2008-0040, dated February 27, 2008; and BAE Systems (Operations) Limited Service Bulletin J41-28-013, Revision 1, dated January 10, 2008; for related information.

Material Incorporated by Reference

(i) You must use BAE Systems (Operations) Limited Service Bulletin J41-28-013, Revision 1, dated January 10, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171.

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

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17621 Filed 8-4-08; 8:45 am]



2008-16-07 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15625. Docket No. FAA-2008-0586; Directorate Identifier 2008-NM-043-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 9, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Bombardier Model DHC-8-400, -401 and -402 airplanes, certificated in any category, having serial numbers 4001, 4003, 4004, and 4006 through 4081.

Subject

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

Reason

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

There was one reported failure of the elevator centering torsion spring. Investigation revealed that the tangs on the torsion spring had been bent due to difficulty encountered during installation of the elevator centering torsion spring on the horizontal stabilizer torque tube. The bending of the tangs on the torsion spring would degrade its durability and could lead to premature failure of the elevator centering torsion spring. A control rod disconnect between the elevator aft quadrant and the elevator Power Control Unit input torque tube, in combination with the loss or reduction in elevator centering capability, could result in a significant reduction in aircraft pitch control.

Corrective actions include replacing all elevator centering torsion springs with new elevator centering torsion springs.

Actions and Compliance

- (f) Unless already done: Prior to the accumulation of 22,000 total flight hours, or within 5,000 flight hours after the effective date of this AD, whichever comes later, replace all elevator centering torsion springs with new elevator centering torsion springs by incorporating Modsum 4-113482, in accordance with Bombardier Service Bulletin 84-27-31, dated April 27, 2007.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Fabio Buttitta, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7303; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2008-05R1, dated February 27, 2008, and Bombardier Service Bulletin 84-27-31, dated April 27, 2007, for related information.

Material Incorporated by Reference

(i) You must use Bombardier Service Bulletin 84-27-31, dated April 27, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada.

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

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17612 Filed 8-4-08; 8:45 am]



2008-16-08 Dassault Aviation: Amendment 39-15626. Docket No. FAA-2008-0557; Directorate Identifier 2007-NM-364-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 9, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Dassault Model Falcon 2000EX airplanes from serial number 1 to 107 inclusive, certificated in any category; which have not been modified by Dassault Service Bulletin (SB) F2000EX-141.

Subject

- (d) Air Transport Association (ATA) of America Code 24: Electrical Power.

Reason

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

During approach, a Falcon 2000EX operator experienced a temporary loss of the 4 Electronic Flight Instrumentation System (EFIS) display units followed by a consecutive restart of the avionics. During initial investigation, a loose connection on the DC load distribution system was discovered and determined to be the root cause of this event. However, further analysis pointed out that large electrical transients on the essential bus bar may possibly cause simultaneous and temporary power shortage on both sides of the electrical system.

This Airworthiness Directive (AD) requires a wiring modification of the GCUs (Generator Control Units) to increase the electrical system robustness. This action is necessary to prevent a momentary loss of data on the EFIS screens, which could lead to the pilot's loss of situational awareness during initial climb or approach/landing, and possibly result in reduced control of the airplane. This action is intended to address the identified unsafe condition.

Actions and Compliance

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

(1) Within 13 months after the effective date of this AD, modify the GCU electrical wiring as instructed in the Accomplishment Instructions of Dassault Service Bulletin F2000EX-141, Revision 1, dated November 26, 2007.

(2) Actions done prior to the effective date of this AD according to Dassault Service Bulletin F2000EX-141, dated February 16, 2007, are acceptable for compliance with the corresponding requirements of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2007-0290, dated November 26, 2007; and Dassault Service Bulletin F2000EX-141, Revision 1, dated November 26, 2007; for related information.

Material Incorporated by Reference

(i) You must use Dassault Service Bulletin F2000EX-141, Revision 1, dated November 26, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606.

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

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17746 Filed 8-4-08; 8:45 am]



2008-16-09 Short Brothers PLC: Amendment 39-15627. Docket No. FAA-2008-0375; Directorate Identifier 2007-NM-272-AD.

Effective Date

- (a) This AD becomes effective September 15, 2008.

Affected ADs

- (b) This AD supersedes ADs 2004-13-08 and 2005-04-13.

Applicability

- (c) This AD applies to all Short Brothers Model SD3-60 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report indicating that several reworked balance weight brackets have exhibited signs of premature failure. We are issuing this AD to prevent failure of the balance weight bracket of the elevator trim tab, which could cause loss of the balance weight. This could result in incorrect trim during takeoff and landing, and reduced controllability of the airplane.

Compliance

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

Requirements of AD 2004-13-08

Service Bulletin Reference

(f) The term "service bulletin," as used in paragraphs (g) through (j) of this AD, means the Accomplishment Instructions of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003; or Revision 1, dated June 20, 2005.

Initial Inspection

(g) Within 2 months after August 3, 2004 (the effective date of AD 2004-13-08): Do a dye penetrant inspection for cracking in the welded joints of the balance weight brackets for the left and right elevator trim tabs, in accordance with the service bulletin.

Investigative and Corrective Actions if No Cracking Is Found

(h) If no cracking is found during the inspection required by paragraph (g) of this AD, do the actions required by paragraphs (h)(1) and (h)(2) of this AD at the applicable compliance times.

(1) Repeat the inspection required by paragraph (g) of this AD at intervals not to exceed 4,800 flight hours until the bracket is replaced per paragraph (h)(2) or (i) of this AD.

(2) Prior to the accumulation of 28,800 total flight hours, or within 6 months after August 3, 2004, whichever occurs later: Replace any bracket that has not been replaced per paragraph (i) of this AD with a new bracket or with a serviceable bracket that has been inspected in accordance with paragraph (g) of this AD. Replace in accordance with the service bulletin. Replacement of the brackets constitutes terminating action for the repetitive inspections required by paragraph (h)(1) of this AD.

Corrective Actions if Any Cracking Is Found

(i) If any cracking is found during any inspection required by paragraph (g) or (h) of this AD: Before further flight, accomplish the applicable action in paragraph (i)(1) or (i)(2) of this AD in accordance with the service bulletin.

(1) For airplanes that have accumulated less than 28,800 flight hours and on which all cracking on brackets is less than 0.25 inch in length: Repair the affected bracket in accordance with part B of the service bulletin (including the additional dye penetrant inspection of the repaired welded joint) and repeat the inspection required by paragraph (g) of this AD at intervals not to exceed 4,800 flight hours; or replace the bracket in accordance with paragraph (h)(2) of this AD. Replacement of the bracket constitutes terminating action for the repetitive inspections.

(2) For any airplane on which any cracking on a bracket is 0.25 inch in length or greater, and for any airplane that has accumulated 28,800 flight hours or more on which any cracking of any length is found on a bracket: Replace the affected bracket with a new bracket or with a serviceable bracket that has been inspected in accordance with paragraph (g) of this AD. Replacement of the bracket constitutes terminating action for the repetitive inspections required by paragraph (i)(1) of this AD.

Refitting

(j) Before further flight following any inspection per paragraph (g) or (h) of this AD; or before further flight following repair or replacement of a bracket per paragraph (h)(2) or (i) of this AD: Refit the balance weights, covers, and trim tabs, in accordance with the service bulletin. Where the service bulletin specifies to contact the manufacturer for disposition of certain conditions while refitting, obtain further disposition instructions from the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Parts Installation

(k) As of August 3, 2004, no person may install on any airplane a balance weight bracket unless the welded joint has been inspected in accordance with paragraph (g) of this AD.

Requirements of AD 2005-04-13

Service Bulletin Reference

(l) The following information applies to the service bulletin referenced in paragraphs (l) through (o) of this AD:

(1) The term "service bulletin," as used in paragraphs (l) through (o) of this AD, means the Accomplishment Instructions of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004.

(2) Although the service bulletin specifies to return subject parts to the manufacturer, this AD does not include that requirement.

Repetitive Inspections

(m) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4": Prior to the accumulation of 250 flight hours since installation of the subject balance weight bracket of the elevator trim tab, or within 30 flight hours after March 14, 2005 (the effective date of AD 2005-04-13), whichever is later, do a dye penetrant inspection for cracking of the balance weight brackets for the left and right elevator trim tabs, in accordance with the service bulletin.

(1) For a balance weight bracket on which no cracking is found: Do paragraph (o) of this AD, and repeat the inspection thereafter at intervals not to exceed 250 flight hours until paragraph (n) of this AD is accomplished.

(2) For a balance weight bracket on which any cracking is found: Before further flight, replace the bracket with a new or reworked balance weight bracket that conforms to the approved design standard in accordance with the service bulletin, and do paragraph (o) of this AD.

Optional Terminating Action

(n) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4": Replacement of any subject balance weight bracket with a new or reworked balance weight bracket that conforms to the approved design standard, in accordance with the service bulletin, constitutes terminating action for the repetitive inspections required by paragraph (m) of this AD for the replaced bracket.

Refitting

(o) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4": Before further flight following any inspection or replacement of a bracket in accordance with paragraphs (m) and (n) of this AD: Refit the balance weights, covers, and trim tabs, in accordance with the service bulletin. Where the service bulletin specifies to contact the manufacturer for disposition of certain conditions while refitting, obtain further disposition instructions from the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the European Aviation Safety Agency (EASA) (or its delegated agent).

Parts Installation

(p) For all airplanes: As of March 14, 2005, no person may install, on any airplane subject to this AD, a balance weight bracket having part number SD3-07-6011xA, and having a serial number beginning with "X3" or "X4," unless the bracket is also marked "Rework batch number R-Bxxxxx" (where "xxxxx" is a number).

New Requirements of This AD

Inspection(s) and Replacements

(q) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-07-6011xA manufactured in the year 2003 or 2004, including reworked brackets, installed in accordance with paragraph (h)(2), (i)(2), or (n) of this AD, as applicable: Do the actions specified in paragraphs (q)(1) and (q)(2) of this AD in accordance with Parts A and B of the Accomplishment Instructions of Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007.

(1) Within 30 flight hours after the effective date of this AD, or within 250 flight hours since installation of the balance weight brackets of the elevator trim tabs or since the last inspection required by paragraph (g), (h)(1), (i)(1), or (m) of this AD, whichever occurs later: Do a dye penetrant inspection to detect cracks of the balance weight brackets of the elevator trim tabs.

(i) If no crack is detected, repeat the dye penetrant inspection at intervals not to exceed 250 flight hours, until the replacement required by paragraph (q)(2) of this AD is done.

(ii) If any crack is detected, before further flight, do the replacement specified in paragraph (q)(2) of this AD.

(2) Before the accumulation of 1,750 flight hours since installation of the balance weight brackets of the elevator trim tabs, or within 180 days after the effective date of this AD, whichever occurs later: Replace the balance weight brackets with new balance weight brackets manufactured in 2005 or later. Thereafter, replace any balance weight bracket with a new bracket manufactured in 2005 or later at intervals not to exceed the accumulation of 1,750 flight hours on that bracket. Accomplishment of the initial replacement ends the repetitive inspection requirements of this AD.

(r) For airplanes equipped with balance weight brackets of the elevator trim tabs having part number SD3-31-6213xB inspected in accordance with paragraph (g), (h)(1), or (i)(1) of this AD and retained or refitted following approved repair in accordance with paragraph (j) of this AD: Do the actions specified in paragraphs (r)(1) and (r)(2) of this AD in accordance with Parts A and B of the Accomplishment Instructions of Shorts Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007.

(1) Within 4,800 flight hours since last inspection, or within 180 days after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 4,800 flight hours: Do a dye penetrant inspection to detect cracks of the balance weight brackets of the elevator trim tabs.

(i) If no crack is detected, repeat the dye penetrant inspection at intervals not to exceed 4,800 flight hours, until the replacement required by paragraph (r)(2) of this AD is done.

(ii) If any crack is detected, before further flight, do the replacement specified in paragraph (r)(2) of this AD.

(2) Before the accumulation of 28,800 flight hours since any balance weight bracket of the elevator trim tabs is new, or within 180 days after the effective date of this AD, whichever occurs later: Replace the balance weight brackets with new balance weight brackets manufactured in 2005 or later. Thereafter, replace any balance weight bracket with a new bracket manufactured in 2005 or later at intervals not to exceed the accumulation of 28,800 flight hours on that bracket. Accomplishment of the initial replacement ends the repetitive inspection requirements of this AD.

Part Installation

(s) For all airplanes: As of the effective date of this AD, no person may install, on any airplane, a balance weight bracket of the elevator trim tab manufactured earlier than 2005.

Alternative Methods of Compliance (AMOCs)

(t) 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, FAA, Transport Airplane Directorate, 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 inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(u) European Aviation Safety Agency emergency airworthiness directive 2007-0107-E, dated April 18, 2007, also addresses the subject of this AD.

Material Incorporated by Reference

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

Table 1 – Material Incorporated by Reference

Service Bulletin	Revision Level	Date
Short Brothers Alert Service Bulletin SD360-55-A21	Original	December 16, 2004
Short Brothers Service Bulletin SD360-55-20	Original	June 26, 2003
Shorts Alert Service Bulletin SD360-55-A21	Revision 1	March 29, 2007
Shorts Service Bulletin SD360-55-20	Revision 1	June 20, 2005
Shorts Service Bulletin SD360-55-20	Revision 2	March 29, 2007

(1) The Director of the Federal Register approved the incorporation by reference of Shorts Alert Service Bulletin SD360-55-A21, Revision 1, dated March 29, 2007; Shorts Service Bulletin SD360-55-20, Revision 1, dated June 20, 2005; and Shorts Alert Service Bulletin SD360-55-20, Revision 2, dated March 29, 2007; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On March 14, 2005 (70 FR 9212, February 25, 2005), the Director of the Federal Register approved the incorporation by reference of Short Brothers Alert Service Bulletin SD360-55-A21, dated December 16, 2004.

(3) On August 3, 2004 (69 FR 38813, June 29, 2004), the Director of the Federal Register approved the incorporation by reference of Short Brothers Service Bulletin SD360-55-20, dated June 26, 2003.

(4) Contact Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17744 Filed 8-8-08; 8:45 am]



2008-16-11 McDonnell Douglas: Amendment 39-15629. Docket No. FAA-2008-0497; Directorate Identifier 2007-NM-096-AD.

Effective Date

(a) This airworthiness directive (AD) is effective September 17, 2008.

Affected ADs

(b) As specified in paragraph (g) of this AD, this AD affects certain requirements of AD 93-01-15, amendment 39-8469.

Applicability

(c) This AD applies to McDonnell Douglas Model DC-8-61, DC-8-61F, DC-8-63, DC-8-63F, DC-8-71F, and DC-8-73F airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin DC8-53A082, dated February 6, 2007.

Unsafe Condition

(d) This AD results from reports of numerous cases of cracks in the skin at the door jamb corners of forward and aft service doors. We are issuing this AD to detect and correct fatigue cracking of door jamb corners of the forward and aft service doors, which could adversely affect the structural integrity of the airplane.

Compliance

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

Testing, Inspecting, Repairing, and Related Investigative and Corrective Actions

(f) At the applicable compliance time and repeat intervals listed in Tables 1 through 5 inclusive of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin DC8-53A082, dated February 6, 2007; except where "the service bulletin" specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD: Do the actions specified in paragraph (f)(1), (f)(2), or (f)(3) of this AD, as applicable.

(1) For airplanes identified as Group 1, Configurations 1 and 2, in the service bulletin: Do the testing and related investigative and corrective actions by accomplishing all the applicable actions specified in the Accomplishment Instructions of the service bulletin.

(2) For airplanes identified as Group 1, Configuration 3, in the service bulletin: Inspect and repair discrepancies in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA.

(3) For airplanes identified as Group 1, Configuration 4, in the service bulletin: Do the actions specified in paragraph (f)(3)(i) or (f)(3)(ii) of this AD.

(i) Repair door jamb corners of the service door using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

(ii) Replace the previously repaired door jamb corners with an applicable repair in accordance with the Accomplishment Instructions of the service bulletin.

Compliance With Certain Requirements of AD 93-01-15

(g) Accomplishment of the applicable actions required by paragraph (f) of this AD constitutes compliance with certain requirements of AD 93-01-15, as it pertains to the affected areas of principal structural elements 53.08.039 and 53.08.040 of McDonnell Douglas Report No. L26-011, "DC-8 Supplemental Inspection Document (SID)," dated December 1985.

Alternative Methods of Compliance (AMOCs)

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(i) You must use Boeing Alert Service Bulletin DC8-53A082, dated February 6, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024).

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

Issued in Renton, Washington, on July 23, 2008.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E8-17743 Filed 8-12-08; 8:45 am]



2008-16-12 Boeing: Amendment 39-15630. Docket No. FAA-2008-0520; Directorate Identifier 2008-NM-018-AD.

Effective Date

(a) This airworthiness directive (AD) is effective September 9, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 777-200 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 777-53A0051, dated November 8, 2007.

Unsafe Condition

(d) This AD results from a report of cracks found in the external skin on the left and right sides of the Section 48 fuselage panel on two airplanes with skin wrinkles found at two of the external crack locations. We are issuing this AD to detect and correct wrinkles and cracks in certain external skin panels of Section 48, which could join together and result in reduced structural integrity of support structure for the vertical and horizontal stabilizers and inability of the airplane to sustain limit loads.

Compliance

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

Repetitive Inspections/Investigative and Corrective Actions

(f) At the applicable compliance times specified in paragraph 1.E., "Compliance" of Boeing Alert Service Bulletin 777-53A0051, dated November 8, 2007; except as provided by paragraph (g) of this AD: Do the applicable inspections for any wrinkle of the external skin and for cracking at the fuselage bulkhead shear tie end fastener locations at Stations 2195.75, 2221.65, and 2245.70 of the Section 48 panel of the fuselage, between stringers 5 and 10 on the left and right sides; and do all the applicable investigative and corrective actions; by doing all of the applicable actions in accordance with the Accomplishment Instructions of the service bulletin, except as provided by paragraph (h) of this AD. Do all applicable investigative and corrective actions before further flight. Repeat the applicable inspections thereafter at the applicable intervals specified in paragraph 1.E. of the service bulletin.

Exception to Compliance Times

(g) Where Boeing Alert Service Bulletin 777-53A0051, dated November 8, 2007, specifies counting the compliance time from " * * * the date on this service bulletin," this AD requires counting the compliance time from the effective date of this AD.

Exception to Corrective Actions

(h) If any damage beyond the repair limits specified in Boeing Alert Service Bulletin 777-53A0051, dated November 8, 2007, is found during any inspection required by this AD, and the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Duong Tran, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6452; fax (425) 917-6590 has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

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

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

Material Incorporated by Reference

(j) You must use Boeing Alert Service Bulletin 777-53A0051, dated November 8, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

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

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17749 Filed 8-4-08; 8:45 am]



2008-16-13 Boeing: Amendment 39-15631. Docket No. FAA-2008-0413; Directorate Identifier 2008-NM-003-AD.

Effective Date

(a) This airworthiness directive (AD) is effective September 9, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category; line numbers 1 through 2196 inclusive.

Unsafe Condition

(d) This AD results from a report of a rod end fracture on a rudder power control unit (PCU) control rod, which is similar to the ones used for the elevator tab pushrods. Analysis revealed that the fractured rod end had an incorrect hardness, which had probably occurred during the manufacture of the control rod. We are issuing this AD to prevent fracture of the elevator tab pushrod ends, which could result in excessive in-flight vibrations of the elevator tab, possible loss of the elevator tab, and consequent loss of controllability of the airplane.

Compliance

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

Pushrod Replacement

(f) At the time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 737-27-1284, dated November 28, 2007; except, where the service bulletin specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD: Replace the pushrods for the left and right elevator tab control mechanisms with new, improved pushrods by doing all the actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-27-1284, dated November 28, 2007.

Parts Installation

(g) As of the effective date of this AD, no person may install a pushrod assembly, part number 65-45166-24, on any airplane.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Tamara Anderson, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6421; fax (425) 917-6590; has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

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

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

Material Incorporated by Reference

(i) You must use Boeing Special Attention Service Bulletin 737-27-1284, dated November 28, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207.

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

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17748 Filed 8-4-08; 8:45 am]



2008-16-14 Boeing: Amendment 39-15632. Docket No. FAA-2007-0043; Directorate Identifier 2007-NM-058-AD.

Effective Date

- (a) This AD becomes effective September 17, 2008.

Affected ADs

- (b) This AD supersedes AD 94-15-06.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747SR, and 747SP series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007.

Unsafe Condition

(d) This AD results from reports of fuselage skin cracks found at certain countersunk fastener locations in the upper row of lap joints near the wing-to-body fairings, and from a report that the presence of Alodine-coated rivets could cause faulty results during the required inspections using the optional sliding probe high frequency eddy current (HFEC) inspection method specified in AD 94-15-06. We are issuing this AD to prevent reduced structural integrity of the fuselage.

Compliance

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

Requirements of AD 94-15-06 With Revised Body Station and Stringer Locations

Inspections for Airplanes Having Line Numbers 201 Through 765 Inclusive

(f) For airplanes having line numbers 201 through 765 inclusive: Conduct an HFEC inspection to detect cracking of the lower lobe lap joints in the vicinity of the wing-to-body fairings, in accordance with Boeing Alert Service Bulletin 747-53A2312, dated June 12, 1989; Revision 1, dated March 29, 1990; Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD; at the time specified in paragraph (f)(1), (f)(2), (f)(3), or (f)(4) of this AD, as applicable. As of the effective date of this AD, only Revision 3 shall be used. Repeat this inspection thereafter at intervals not to exceed 4,000 landings until the inspection required by paragraph (j) of this AD is accomplished.

(1) For airplanes that have accumulated less than 11,200 total landings as of February 5, 1990 (the effective date of AD 90-01-07, amendment 39-6440, which was superseded by AD 94-15-06): Prior to the accumulation of 11,000 total landings, or within the next 1,000 landings after February 5, 1990, whichever occurs later.

(2) For airplanes that have accumulated 11,200 or more total landings but less than 15,201 total landings as of February 5, 1990: Within the next 1,000 landings after February 5, 1990, or prior to the accumulation of 15,500 total landings, whichever occurs earlier.

(3) For airplanes that have accumulated 15,201 or more total landings but less than 18,200 total landings as of February 5, 1990: Within the next 300 landings after February 5, 1990, or prior to the accumulation of 18,250 total landings, whichever occurs earlier.

(4) For airplanes that have accumulated 18,200 or more landings as of February 5, 1990: Within the next 50 landings after February 5, 1990.

Repair and Modification for Airplanes Having Line Numbers 201 Through 765 Inclusive

(g) For airplanes having line numbers 201 through 765 inclusive: Accomplish the requirements of paragraphs (g)(1) and (g)(2) of this AD.

(1) If any cracking is detected during the inspections required by paragraph (f) of this AD, prior to further flight, repair in accordance with Boeing Alert Service Bulletin 747-53A2312, dated June 12, 1989; Revision 1, dated March 29, 1990; Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used.

(2) Prior to the accumulation of 20,000 total landings, or within the next 3,000 landings after February 5, 1990 (the effective date of AD 90-01-07), whichever occurs later, modify the airplane by replacing countersunk fasteners in the upper row of the lower lobe lap joints in the vicinity of the wing-to-body fairings with protruding head fasteners, in accordance with the procedures described in Boeing Alert Service Bulletin 747-53A2312, dated June 12, 1989; Revision 1, dated March 29, 1990; Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used.

Adjustments for Cabin Differential Pressure for Airplanes Having Line Numbers 201 Through 765 Inclusive

(h) For airplanes having line numbers 201 through 765 inclusive: Before the effective date of this AD, for purposes of complying with paragraphs (f) and (g) of this AD, the number of landings may be determined to equal the number of pressurization cycles where the cabin pressure differential was greater than 2.0 psi.

(i) For airplanes having line numbers 201 through 765 inclusive: Before the effective date of this AD, for Model 747SR series airplanes only, based on continued mixed operation of lower cabin differentials, the inspection and modification compliance times specified in paragraphs (f) and (g) of this AD may be multiplied by a 1.2 adjustment factor.

General Visual Inspection for Countersunk Fasteners for All Airplanes

(j) For all airplanes: Prior to the accumulation of 11,000 total landings, or within 1,000 landings after August 24, 1994 (the effective date of AD 94-15-06), whichever occurs later, conduct a general visual inspection, unless previously accomplished within the last 3,000 landings prior to August 24, 1994, to determine if countersunk fasteners have been installed in the lap joints listed in paragraph (j)(1) or (j)(2) of this AD, as applicable, in accordance with the procedures described in Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used. Accomplishment of this inspection terminates the inspection requirements of paragraph (f) of this AD.

(1) For Model 747-100, -200, -300, -400, and 747SR series airplanes: From body stations (BS) 741 to 1000 at stringers (S)-34L, S-34R, S-39L, S-39R, S-44L, and S-44R, and from BS 1480 to 1741 at S-34L, S-34R, S-40L, and S-40R.

(2) For Model 747SP series airplanes: From BS 560 to 800 at S-34L, S-34R, S-39L, S-39R, S-44L, and S-44R, and from BS 1640 to 1741 at S-34L, S-34R, S-40L, and S-40R.

Corrective Action for Countersunk Fasteners for All Airplanes

(k) For all airplanes: If no countersunk fastener is found in the upper row of a lap joint during the inspection required by paragraph (j) of this AD, no further action is required by this AD for that lap joint.

(l) For all airplanes: If any countersunk fastener is found in the upper row of a lap joint during the inspection required by paragraph (j) of this AD, prior to further flight, perform an HFEC inspection to detect cracking at all fastener locations in the lap joint where a countersunk fastener was found during the inspection required by paragraph (j) of this AD, in accordance with the procedures described in Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used.

Repetitive Inspections

(m) If no cracking is detected during any inspection required by paragraphs (l) and (q) of this AD, at any fastener location where a countersunk fastener was found during the inspection required by paragraph (j) or (q)(1) of this AD, repeat the HFEC inspection thereafter at intervals not to exceed 4,000 landings, in accordance with the procedures described in Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used. As an alternative to the HFEC inspection, operators may perform a detailed inspection to detect cracking at any fastener location where a countersunk fastener was found, in accordance with the procedures described in Boeing Service Alert Bulletin 747-53A2312, Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. Perform the detailed inspection within the next 4,000 landings after the HFEC inspection required by paragraph (l) of this AD, and repeat the inspection thereafter at intervals not to exceed 500 landings. At any of the subsequent inspection cycles, operators may use either inspection method provided that the corresponding inspection interval is used to determine the compliance time of the next inspection.

(n) If cracking is detected during any inspection required by paragraph (l), (m), (p), or (q) of this AD, at any fastener location where a countersunk fastener was found during the inspection required by paragraph (j) or (q)(1) of this AD, prior to further flight, repair and modify that lap joint in accordance with Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used. Accomplishment of this repair and modification terminates the repetitive inspections required by paragraph (m) of this AD for that lap joint.

Modification of Countersunk Fasteners for All Airplanes

(o) For all airplanes: Prior to the accumulation of 20,000 total landings or within 1,000 landings after August 24, 1994, whichever occurs later, modify all fastener locations where a countersunk fastener was found during the inspections required by paragraph (j) of this AD, in accordance with the procedures described in Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used. For purposes of complying with the requirements of this paragraph, fastener locations that were previously modified in accordance with paragraph (g) or (n) of this AD do not need to be modified again. Accomplishment of this modification terminates the repetitive inspections required by paragraph (m) of this AD for the modified fastener locations.

Post-Modification Inspections for All Airplanes

(p) For all airplanes: Prior to the accumulation of 10,000 total landings following the modification required by paragraph (g), (n), (o), (q) or (s) of this AD, perform an HFEC inspection to detect cracking at all fastener locations where a countersunk fastener was found during the inspection required by paragraph (j) or (q)(1) of this AD, and repeat this inspection thereafter at intervals not to exceed 4,000 landings, in accordance with the procedures described in Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992; or Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. As of the effective date of this AD, only Revision 3 shall be used.

New Requirements of This AD

General Visual Inspection for Countersunk Fasteners and Modification for Model 747SP Airplanes at Stringers S-34L, S-34R, S-40L, S-40R, and S-46L

(q) For Model 747SP series airplanes having line numbers 201 through 814 inclusive, do the actions in paragraphs (q)(1) and (q)(2) of this AD at the times specified in those paragraphs.

(1) Prior to the accumulation of 11,000 total landings, or within 1,000 landings as of the effective date of this AD, whichever occurs later, unless previously accomplished within the last 3,000 landings prior to the effective date of this AD, conduct a general visual inspection of the lap joint from BS 1640 to 1901 at S-46L, and from BS 1741 to 1901 at S-34L, S-34R, S-40L, and S-40R, to determine if countersunk fasteners have been installed in the specified area, in accordance with the procedures described in Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD.

(i) If no countersunk fastener is found in the upper row of the lap joint during the inspection, no further action is required by this AD for the lap joint.

(ii) If any countersunk fastener is found in the upper row of the lap joint, prior to further flight, perform an HFEC inspection to detect cracking at all fastener locations where a countersunk fastener was found, in accordance with the procedures described in Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD.

(A) If no cracking is found, repeat the inspection thereafter in accordance with the requirements of paragraph (m) of this AD.

(B) If any cracking is found, prior to further flight, repair and modify the lap joint as required by paragraph (n) of this AD.

(2) Prior to the accumulation of 20,000 total landings, or within 1,000 landings as of the effective date of this AD, whichever occurs later, modify all fastener locations where a countersunk fastener was found, during the inspection required by paragraph (q)(1) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. For purposes of complying with the requirements of this AD, fastener locations that were previously modified in accordance with paragraph (n) of this AD do not need to be modified again. Accomplishment of this modification terminates the repetitive inspections required by paragraph (m) of this AD for the modified fastener locations.

Adjustments to Compliance Time: Cabin Differential Pressure

(r) For the purposes of calculating the compliance threshold and repetitive intervals for actions required by paragraphs (f) and (g) of this AD, as of the effective date of this AD: All flight cycles, including the number of flight cycles in which cabin differential pressure is at 2.0 psi or less, must be counted when determining the number of flight cycles that have occurred on the airplane, and a 1.2 adjustment factor may not be used. However, for airplanes on which the repetitive intervals for the actions required by paragraph (f) of this AD have been calculated in accordance with paragraphs (h) and/or (i) of this AD by excluding the number of flight cycles in which cabin differential pressure is at 2.0 pounds psi or less, and/or by using a 1.2 adjustment factor: Continue to adjust the repetitive intervals in accordance with paragraphs (h) and/or (i) of this AD until the next inspection required by paragraph (f) of this AD is accomplished. Thereafter, no adjustment to compliance times based on paragraphs (h) and/or (i) of this AD is allowed.

Special One-Time Inspection for Cracking of Certain Airplanes

(s) For airplanes with line numbers 630 through 814 inclusive that meet the conditions specified in paragraphs (s)(1) and (s)(2) of this AD: Within 300 flight cycles after the effective date of this AD, or within 500 flight cycles after the most recent sliding probe inspection done in accordance with Boeing Alert Service Bulletin 747-53A2312, Revision 1, dated March 29, 1990; or Revision 2, dated October 8, 1992; whichever occurs later, do a special one-time HFEC inspection or a special one-time detailed inspection for cracking, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007. If any cracking is found in a lap joint, before further flight, repair and modify that lap joint in accordance with Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007; except as provided by paragraph (u) of this AD. Accomplishment of this repair and modification terminates the repetitive inspections required by paragraph (m) of this AD for that lap joint. This special one-time inspection is not required for lap joints that have been modified in accordance with paragraph (g), (n), (o), or (q) of this AD.

(1) Airplanes that have not been modified in accordance with paragraph (g) or (o) of this AD.

(2) Airplanes on which the sliding probe HFEC inspection method specified in Boeing Alert Service Bulletin 747-53A2312, Revision 1, dated March 29, 1990; or Revision 2, dated October 8, 1992; was used during the last skin inspection required by paragraph (f), (l), or (m) of this AD.

Actions After the Special One-time Inspection if No Cracking Is Found

(t) For airplanes specified in paragraph (s) of this AD on which no cracking is found during the special one-time inspection, do the applicable repetitive inspections specified in paragraph (t)(1) or (t)(2) of this AD.

(1) If the special one-time inspection was done using the HFEC inspection method in accordance with paragraph (s) of this AD, perform the next inspection required by paragraph (m) of this AD within the next 4,000 flight cycles after doing the inspection required by paragraph (s) of this AD, and repeat the inspection thereafter in accordance with paragraph (m) of this AD.

(2) If the special one-time inspection was done using the detailed inspection method in accordance with paragraph (s) of this AD, perform the next inspection required by paragraph (m) of this AD within the next 500 flight cycles after doing the inspection required by paragraph (s) of this AD, and repeat the inspection thereafter in accordance with paragraph (m) of this AD.

Contacting the Manufacturer

(u) Where Boeing Alert Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007, specifies to contact Boeing for appropriate action for a repair or inspection, before further flight, do the applicable action in paragraph (u)(1) or (u)(2) of this AD.

(1) Do the repair using a method approved in accordance with the procedures specified in paragraph (v) of this AD.

(2) Do the inspection using a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

Alternative Methods of Compliance (AMOCs)

(v)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

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

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

(4) AMOCs approved previously in accordance with AD 94-15-06 for airplane line numbers 630 through 814 inclusive are approved as AMOCs for the corresponding provisions of this AD if the AMOC does not involve using the existing sliding probe HFEC skin inspection method specified in Boeing Service Bulletin 747-53A2312, Revision 2, dated October 8, 1992, or an earlier version. In addition, the provisions of paragraph (r) of this AD must be applied to AMOCs approved previously in accordance with AD 94-15-06, where applicable.

(5) AMOCs approved previously in accordance with AD 94-15-06 for airplane line numbers 201 through 629 inclusive are approved as AMOCs for the corresponding provisions of this AD. In addition, the provisions of paragraph (r) of this AD must be applied to AMOCs approved previously in accordance with AD 94-15-06, where applicable.

Material Incorporated by Reference

(w) You must use Boeing Alert Service Bulletin 747-53A2312, dated June 12, 1989; Boeing Service Bulletin 747-53A2312, Revision 1, including "Addendum," dated March 29, 1990; Boeing Service Bulletin 747-53A2312, including the "Addendum," Revision 2, dated October 8, 1992; or Boeing Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. (The document number and date of Boeing Alert Service Bulletin 747-53A2312, dated June 12, 1989, are identified only on the first page of the document; no other page of the document contains this information.)

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2312, dated June 12, 1989; Boeing Service Bulletin 747-53A2312, Revision 1, including "Addendum," dated March 29, 1990; and Boeing Service Bulletin 747-53A2312, Revision 3, dated February 8, 2007; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On August 24, 1994 (59 FR 37659, July 25, 1994), the Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin 747-53A2312, including the "Addendum," Revision 2, dated October 8, 1992.

(3) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on July 23, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-17776 Filed 8-12-08; 8:45 am]



2008-16-18 Rolls-Royce plc: Amendment 39-15636. Docket No. FAA-2007-0036; Directorate Identifier 2007-NE-22-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 15, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce (RR) RB211-524 series turbofan engines with certain high pressure (HP) turbine discs installed. These engines are installed on, but not limited to, Boeing 747 series and 767 series airplanes and Lockheed L1011 series airplanes.

Reason

(d) Recently an RB211 HP turbine disc has been found with a crack which had propagated further than expected from the risk model that was used to establish the original inspection.

We are issuing this AD to detect cracks that could cause the HP turbine disc to fail and result in uncontained failure of the engine.

Actions and Compliance

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

(1) Carry out the eddy current inspection as detailed in Section 3–Accomplishment Instructions of Rolls-Royce NMSB RB.211-72-AE718, dated January 24, 2006.

(2) Carry out the eddy current inspection in accordance with the following schedule:

(i) The HP disc serial numbers listed in Table 1 are to be inspected as follows:

Table 1. HP Disk Serial Numbers by Part Number

Part No	Serial No		
		UL29473	LDRCZ11402
UL29473	LAQDY6043	UL29473	LDRCZ11425
UL29473	LAQDY6048	UL29473	LDRCZ11497
UL29473	LAQDY6079	UL29473	LDRCZ11663
UL29473	LDRCZ10057	UL29473	LDRCZ11679
UL29473	LDRCZ10264		
UL29473	LDRCZ10415		

UL29473	LDRCZ12301	UL29472	LQDY9125	UL24994	LQDY6869
UL29473	LDRCZ12308	UL29472	LQDY9554	UL24994	LQDY6934
UL29473	LDRCZ12316	UL29472	LQDY9582	UL24994	LQDY6946
UL29473	LDRCZ12319	UL29472	LQDY9895	UL24994	LQDY6963
UL29473	LQDY6957	UL29472	LQDY9910	UL23166	LQDY6745
UL29473	LQDY9075	UL29472	LQDY9947	UL23166	LQDY6846
UL29473	LQDY9084	UL29472	LQDY9960	UL23166	LQDY6848
UL29473	LQDY9557	UL24994	LQDY6777	UL23166	LQDY6954
UL29473	LQDY9906	UL24994	LQDY6792	FK24790	LDRCZ12492
UL29473	LQDY9956	UL24994	LQDY6859	FK24790	LDRCZ12694
UL29473	LQDY9970	UL24994	LQDY6860		
UL29473	LQDY9985	UL24994	LQDY6866		

(A) For all RB211-524 engine marks except RB211-524D4 variants:

(1) If the HP turbine disc cycles are greater than 6150 cycles since new on the effective date of this AD, inspect the HP turbine disc within 500 cycles after the effective date of this AD.

(2) If the HP turbine disc cycles are less than 6150 cycles since new on the effective date of this AD, inspect the disc by whichever is the soonest of the conditions below:

(i) Prior to reaching 6650 cycles since new. The HP turbine disc life at inspection must be greater than 700 cycles since new.

(ii) At next shop visit where the HP turbine rotor is removed from the Combustor Outer Case and the HP turbine disc life is greater than 700 cycles since new. If a HP turbine disc that meets these cyclic life criteria is currently at shop visit, and if, at the effective date of this Airworthiness Directive, it has not yet been reinstalled into the Combustion Outer Case, then the HP turbine disc must be inspected in accordance with the requirements of this Airworthiness Directive at the current shop visit.

(B) For all RB211-524D4 engine mark variants:

(1) If the HP turbine disc cycles are greater than 5000 cycles since new on the effective date of this AD, inspect the HP turbine disc within 500 cycles after the effective date of this AD.

(2) If the HP turbine disc cycles were less than 5000 cycles since new on the effective date of this AD, inspect the HP turbine disc by whichever is the soonest of the conditions below:

(i) Prior to reaching 5500 cycles since new. The HP turbine disc life at inspection must be greater than 700 cycles since new.

(ii) At the next shop visit where the HP turbine rotor is removed from the Combustor Outer Case and the HP turbine disc life is greater than 700 cycles since new. If a HP turbine disc that meets these cyclic life criteria is currently at shop visit, and if, at the effective date of this Airworthiness Directive, it has not yet been reinstalled into the Combustion Outer Case, then the HP turbine disc must be inspected in accordance with the requirements of this Airworthiness Directive at the current shop visit.

(ii) For all other HP turbine discs specified in the Applicability of this Directive but not listed in Table 1 of this AD.

(A) Inspect the HP turbine disc at next shop visit where the HP turbine rotor is removed from the Combustor Outer Case and the HP turbine disc life is greater than 700 cycles since new. If a HP turbine disc that meets these cyclic life criteria is currently at shop visit, and if, at the effective date of this Airworthiness Directive, it has not yet been reinstalled into the Combustion Outer Case, then the HP turbine disc must be inspected in accordance with the requirements of this Airworthiness Directive at the current shop visit.

(B) If a HP turbine disc has previously passed the inspection to Rolls-Royce NMSB 72-C816 or the focused inspection carried out in accordance with Rolls-Royce TS594-J Overhaul Process Manual Task 70-00-00-200-223 at greater than 700 cycles since new, then either of these inspections meets the requirements of this Airworthiness Directive.

FAA AD Differences

(f) Wherever the MCAI AD specifies 24 November 2005, this AD specifies the effective date of this AD.

Other FAA AD Provisions

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

Related Information

(h) Refer to the Civil Aviation Authority Airworthiness Directive G-2006-0002, dated February 13, 2006, for related information.

(i) Contact Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: jason.yang@faa.gov; telephone (781) 238-7747; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Rolls-Royce Service Bulletin RB.211-72-AE718, dated January 24, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Rolls-Royce plc, PO Box 31, Derby, England; telephone: 011 44 1332-242424; fax: 011 44 1332-249936.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on July 31, 2008.

Peter A. White,

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

[FR Doc. E8-18102 Filed 8-8-08; 8:45 am]



2008-17-01 328 Support Services GmbH (Formerly Avcraft Aerospace GmbH): Amendment 39-15639. Docket No. FAA-2008-0584; Directorate Identifier 2007-NM-315-AD.

Effective Date

- (a) This AD becomes effective September 17, 2008.

Affected ADs

- (b) This AD supersedes AD 2005-13-24.

Applicability

- (c) This AD applies to all Dornier Model 328-100 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to reduce the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

Compliance

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

Note 1: This AD requires revisions to certain operator maintenance documents to include 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 (j) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

Restatement of the Requirements of AD 2005-13-24

Modification and Installations

(f) Within 12 months after the July 29, 2005 (the effective date of AD 2005-13-24), do the actions in Table 1 of this AD in accordance with the Accomplishment Instructions of AvCraft Service Bulletin SB-328-00-445, dated August 23, 2004; or Revision 1, dated June 17, 2005.

Table 1 – Requirements

Do the following actions—	By accomplishing all the actions specified in—
(1) Modify the electrical wiring of the left-hand and right-hand fuel pumps	Paragraph 2.B(1) of the service bulletin.
(2) Install insulation at the left-hand and right-hand flow control and shut-off valves, and other components of the environmental control system.	Paragraph 2.B(2) of the service bulletin.
(3) Install markings at fuel wiring harnesses	Paragraph 2.B(3) of the service bulletin.

Revision to Airworthiness Limitations

(g) Within 12 months after July 29, 2005, revise the Airworthiness Limitations section of the Instructions for Continued Airworthiness by inserting a copy of Dornier Temporary Revision ALD-080, dated October 15, 2003, into the Dornier 328 Airworthiness Limitations Document. Thereafter, except as provided in paragraphs (i) and (j) of this AD, no alternative inspection intervals may be approved for this fuel tank system.

New Requirements of This AD

Revised Initial Compliance Time

(h) For Tasks 28-00-00-02 and 28-00-00-03 ("Detailed Inspection of Outer Fuel Tank harness internal, LH/RH," and "Detailed Inspection of Inner Fuel Tank harness internal, LH/RH"), as identified in Dornier Temporary Revision ALD-080, dated October 15, 2003, or Section F, "Fuel Tank System Limitations," of the Dornier 328 Airworthiness Limitations Document (ALD), Revision 15, dated January 15, 2005; the initial compliance time is within 8 years after the effective date of this AD. Thereafter, except as provided by paragraphs (i) and (j) of this AD, these tasks must be accomplished at the repetitive interval specified in Section F, "Fuel Tank System Limitations," of the Dornier 328 ALD, Revision 15, dated January 15, 2005.

No Alternative Inspections, Inspection Intervals, or CDCCLs

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

Alternative Methods of Compliance (AMOCs)

(j) The Manager, ANM-116, International Branch, 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 Groves, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356;

telephone (425) 227-1503; fax (425) 425-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(k) EASA airworthiness directive 2006-0197 [Corrected], dated July 11, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

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

Table 2 – Material Incorporated by Reference

Service Information	Revision Level	Date
AvCraft Service Bulletin SB-328-00-445, including Price Information Sheet	Original	August 23, 2004
AvCraft Service Bulletin SB-328-00-445	1	June 17, 2005
Dornier Temporary Revision ALD-080	Original	October 15, 2003
Section F, "Fuel Tank System Limitations," of Dornier 328 Airworthiness Limitations Document	15	January 15, 2005

(1) The Director of the Federal Register approved the incorporation by reference of AvCraft Service Bulletin SB-328-00-445, Revision 1, dated June 17, 2005; and Section F, "Fuel Tank System Limitations," of Dornier 328 Airworthiness Limitations Document, Revision 15, dated January 15, 2005; in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On July 29, 2005 (70 FR 36470, June 24, 2005), the Director of the Federal Register approved the incorporation by reference of AvCraft Service Bulletin SB-328-00-445, including Price Information Sheet, dated August 23, 2004; and Dornier Temporary Revision ALD-080, dated October 15, 2003.

(3) Contact 328 Support Services GmbH, P.O. Box 1252, D-82231 Wessling, Federal Republic of Germany, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on July 29, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-18425 Filed 8-12-08; 8:45 am]



2008-17-02 Airbus: Amendment 39-15640. Docket No. FAA-2008-0406; Directorate Identifier 2007-NM-196-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 17, 2008.

Affected ADs

- (b) The AD supersedes AD 2007-02-09, Amendment 39-14896.

Applicability

(c) This AD applies to Airbus Model A310 airplanes, certificated in any category, all certified models, all serial numbers; except for those where LH (left-hand) and RH (right-hand) wing MLG (main landing gear) rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Airbus A310 Repair Instruction R572-49121, or which have had Airbus Service Bulletin A310-57-2090 (Airbus modification 13329) embodied in service.

Subject

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

Reason

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

During routine visual inspection, a crack has been found in the wing MLG (main landing gear) rib 5 forward attachment lug on two A310 in-service aircraft. Laboratory examination of one of the cracked ribs confirmed that the crack is due to the presence of pitting corrosion in the forward lug holes. Also on both aircraft medium to heavy corrosion was found in the forward lugs on the opposite wing after removal of the bushes. This situation if not detected, could affect the structural integrity of the MLG attachment. As an interim measure, Airbus published Alert Service Bulletin (ASB) A310-57A2088 to introduce a repetitive detailed visual inspection (DVI) of the forward attachment lug of MLG Rib 5. EASA issued Emergency Airworthiness Directive (EAD) 2006-0335-E [which corresponds to FAA AD 2007-02-09] to require the accomplishment of this repetitive DVI.

In order to ensure the detection of any crack at an early stage in the forward lug of the RH (right-hand) and LH (left-hand) MLG Rib 5 aft bearing attachment, the Type Certificate holder has developed a new inspection by means of ultrasonic method. For the reasons described above, this new inspection program is rendered mandatory by this AD, which cancels and replaces the requirement of EAD 2006-0335-E.

The corrective action includes repairing or replacing MLG Rib 5, as applicable.

Restatement of Requirements of AD 2007-02-09

(f) Unless already done, do the following actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD in accordance with the instructions defined in Airbus Service Bulletin A310-57A2088, dated November 6, 2006.

(1) Before the accumulation of 12,000 total flight cycles, or within 14 days after February 6, 2007 (the effective date of AD 2007-02-09), whichever occurs later: Perform a detailed visual inspection of the LH and RH wing MLG Rib 5 aft bearing forward lugs.

(2) If any crack is detected at LH and/or RH aft bearing forward lug, contact Airbus and proceed with the replacement before next flight.

(3) Repeat the inspection at intervals not exceeding 100 flight cycles.

New Requirements of This AD: Actions and Compliance

(g) Unless already done, before the accumulation of 12,000 total flight cycles or before the accumulation of 12,000 flight cycles on MLG Rib 5, or within 14 days after the effective date of this AD, whichever occurs latest: Perform either a detailed visual inspection (DVI) or an ultrasonic inspection of the LH and RH MLG Rib 5 aft bearing forward lug for cracks, in accordance with the instructions defined in Airbus Service Bulletin A310-57-2091, excluding Appendix 01, dated May 22, 2007. If a MLG Rib 5 has been replaced on one side only, then the RH and LH must be considered separately. Doing this inspection ends the requirements of paragraph (f) for that MLG Rib 5 only.

Note 1: The ultrasonic inspection will detect any crack at an early stage and will limit the risk of extensive repairs. This earlier crack detection is not possible with the DVI.

(1) If no crack is detected during any inspection required by paragraph (g) of this AD: Repeat the applicable inspection at the time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) Repeat the DVI thereafter at intervals not to exceed 100 flight cycles.

(ii) Repeat the ultrasonic inspection thereafter at intervals not to exceed 825 flight cycles.

(2) Replacement of the MLG Rib 5 bushes with new bushes with high interference fit in the aft bearing forward lugs of MLG Rib 5, in accordance with the instructions defined in Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007, ends the repetitive inspections required by paragraph (g)(1) of this AD for that MLG Rib 5 only.

(3) If any crack is detected during the DVI required by paragraph (g) of this AD: Before further flight, contact Airbus for replacement instructions and replace the MLG Rib 5 bushes before further flight. Repeat the applicable inspection in paragraph (g) of this AD at the time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD. Accomplishing the replacement of the MLG Rib 5 bushes with new

bushes with high interference fit in the aft bearing forward lugs of MLG Rib 5, in accordance with the instructions defined in Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007, ends the repetitive inspections required by paragraph (g)(1) of this AD for that MLG Rib 5 only.

(4) If any crack is detected during the ultrasonic inspection required by paragraph (g) of this AD, before further flight, accomplish the actions specified in paragraph (g)(4)(i) or (g)(4)(ii) of this AD, as applicable.

(i) If any crack is not visible on MLG Rib 5: Before further flight, repair MLG Rib 5 using Airbus A310 Repair Instruction R572-49121, Issue C, dated May 2007. After embodiment of the repair instruction, no further actions are necessary as required by this AD and specified in Airbus Service Bulletin A310-57-2091, excluding Appendix 01, dated May 22, 2007, for that MLG Rib 5 only.

(ii) If any crack is visible on MLG Rib 5: Before further flight, contact Airbus for rib replacement instructions, and replace before further flight. Repeat the applicable inspection in paragraph (g) of this AD at the time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD. Accomplishing the replacement of the MLG Rib 5 bushes with new bushes with high interference fit in the aft bearing forward lugs of MLG Rib 5, in accordance with the instructions defined in Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007, ends the repetitive inspections required by paragraph (g) of this AD for that MLG Rib 5 only.

FAA AD Differences

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

(1) Although the MCAI or service information allows flight with cracks on aft bearing forward lugs for a certain period of time, this AD requires replacing MLG Rib 5 before further flight if any crack is found.

(2) Although the MCAI or service information specifies submitting an inspection report sheet to Airbus, this AD would not require that action.

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: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2007-0195, dated July 19, 2007; and Airbus Service Bulletins A310-57-2090, Revision 01, dated December 19, 2007; and A310-57-2091, including Appendix 01, dated May 22, 2007; for related information.

Material Incorporated by Reference

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

Table 1 – All Material Incorporated by Reference

Airbus Service Information	Revision/Issue Level	Date
Service Bulletin A310-57A2088, excluding Appendix 01	Original	November 6, 2006
Service Bulletin A310-57-2090	01	December 19, 2007
Service Bulletin A310-57-2091, excluding Appendix 01	Original	May 22, 2007
A310 Repair Instruction R572-49121	C	May 2007

(1) The Director of the Federal Register approved the incorporation by reference of the service information specified 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

Airbus Service Information	Revision/Issue Level	Date
Service Bulletin A310-57-2090	01	December 19, 2007
Service Bulletin A310-57-2091, excluding Appendix 01	Original	May 22, 2007
A310 Repair Instruction R572-49121	C	May 2007

(2) The Director of the Federal Register previously approved the incorporation by reference of Airbus Service Bulletin A310-57A2088, excluding Appendix 01, dated November 6, 2006, on February 6, 2007 (72 FR 2612, January 22, 2007).

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

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

Issued in Renton, Washington, on July 31, 2008.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. E8-18561 Filed 8-12-08; 8:45 am]



2008-17-06 Bombardier, Inc. (Formerly de Havilland, Inc.): Docket No. FAA-2008-0864;
Directorate Identifier 2008-NM-120-AD; Amendment 39-15644.

Effective Date

- (a) This AD becomes effective September 2, 2008.

Affected ADs

- (b) This AD supersedes AD 2007-12-03.

Applicability

- (c) This AD applies to Bombardier Model DHC-8-400, DHC-8-401, and DHC-8-402 airplanes, certificated in any category; serial numbers 4001 and 4003 and subsequent.

Unsafe Condition

- (d) This AD results from low No. 2 hydraulic pressure in-flight, which caused the power transfer unit to overspeed, and the fluid flow within the No. 1 hydraulic system to increase. We are issuing this AD to prevent possible loss of both the No. 1 and No. 2 hydraulic systems, resulting in the potential loss of several functions essential for safe flight and landing of the airplane.

Compliance

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

Requirements of AD 2007-12-03

Airplane Flight Manual (AFM) Revision

- (f) Within 14 days after July 10, 2007 (the effective date of AD 2007-12-03), revise the Limitations section of the applicable AFM to include the information in the applicable Bombardier temporary amendment specified in Table 1 of this AD, as specified in the temporary amendment. These temporary amendments introduce procedures for pulling the "HYD PWR XFER" circuit breaker in the event of the loss of all hydraulic fluid in the No. 1 or No. 2 hydraulic system. Operate the airplane according to the limitations and procedures in the applicable temporary amendment.

Table 1 - AFM Temporary Amendments

For Model -	Use Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual -
DHC-8-400 airplanes	13	1	July 14, 2005	PSM 1-84-1A
DHC-8-401 airplanes	13	1	July 14, 2005	PSM 1-84-1A
DHC-8-402 airplanes	13	1	July 14, 2005	PSM 1-84-1A

Note 1: This may be done by inserting a copy of the applicable temporary amendment into the applicable AFM. When the applicable temporary amendment has been included in general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revisions is identical to that in the temporary amendment.

New Requirements of This AD

AFM Revision

(g) Within 14 days after the effective date of this AD, revise the applicable AFM Normal and Abnormal Procedures section to include the information in the applicable Bombardier temporary amendment specified in Table 2 of this AD, as specified in the temporary amendment. These temporary amendments introduce additional procedures for ensuring that the "PTU CNTRL" switch is Normal, the "PTU CNTRL ON" advisory light is out, and the "HYD PWR XFER" circuit breaker is pulled in the event of the illumination of the "2 HYD ISO VALVE" caution light. After accomplishing the AFM revision, the AFM limitation required by paragraph (f) in this AD may be removed from the AFM.

Table 2 - AFM Temporary Amendments

For Model -	Use Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual -
DHC-8-400 airplanes	13	3	June 9, 2008	PSM 1-84-1A
DHC-8-401 airplanes	13	3	June 9, 2008	PSM 1-84-1A
DHC-8-402 airplanes	13	3	June 9, 2008	PSM 1-84-1A

Alternative Methods of Compliance (AMOCs)

(h) 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: Fabio Buttitta, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7303; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Related Information

(i) Canadian airworthiness directive CF-2006-08, dated April 26, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use the applicable temporary amendment identified in Table 3 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. (Only the last pages of the temporary amendments identified in Table 4 of this AD contain the issue date, no other pages of those documents are dated.)

Table 3 – All Material Incorporated by Reference

Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual -
13	1	July 14, 2005	Model 400 PSM 1-84-1A
13	1	July 14, 2005	Model 401 PSM 1-84-1A
13	1	July 14, 2005	Model 402 PSM 1-84-1A
13	3	June 9, 2008	Model 400 PSM 1-84-1A
13	3	June 9, 2008	Model 401 PSM 1-84-1A
13	3	June 9, 2008	Model 402 PSM 1-84-1A

(1) The Director of the Federal Register approved the incorporation by reference of the temporary amendments identified in Table 4 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

Table 4 – New Material Incorporated by Reference

Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual -
13	3	June 9, 2008	Model 400 PSM 1-84-1A
13	3	June 9, 2008	Model 401 PSM 1-84-1A
13	3	June 9, 2008	Model 402 PSM 1-84-1A

(2) On July 10, 2007 (72 FR 30968, June 5, 2007), the Director of the Federal Register approved the incorporation by reference of the temporary amendments identified in Table 5 of this AD.

Table 5 – Previously Approved Material Incorporated by Reference

Bombardier Temporary Amendment -	Issue -	Dated -	To Bombardier Dash 8 Q400 Airplane Flight Manual -
13	1	July 14, 2005	Model 400 PSM 1-84-1A
13	1	July 14, 2005	Model 401 PSM 1-84-1A
13	1	July 14, 2005	Model 402 PSM 1-84-1A

(3) Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on July 31, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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