



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2008-21

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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 |

LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|--------------|------------------------------|--|
| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency | | | |
| Biweekly 2008-18 | | | |
| 2008-17-03 | | Boeing | 737-100, -200, and -200C, 737-300, -400, and -500 |
| 2008-17-04 | | BAE Systems | Jetstream 4101 |
| 2008-17-05 | | Embraer | EMB-135ER, -135KE, -135KL, -135LR, and -135BJ airplanes; and all Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP |
| 2008-17-10 | | Boeing | 707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B |
| 2008-17-11 | | Embraer | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU and ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW |
| 2008-17-12 | S 2003-26-03 | Airbus | A318, A319, A320, and A321 |
| 2008-17-14 | S 96-06-05 | Boeing | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F |
| 2008-17-15 | | Boeing | 737-600, -700, -800, and -900 |
| 2008-17-16 | | 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, and Model MD-10-10F and MD-10-30F and MD-11 and MD-11F |
| 2008-17-17 | | 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 |
| Biweekly 2008-19 | | | |
| 2008-16-18 | COR | Rolls-Royce plc | See AD. |
| 2008-17-18 | | Embraer | EMB-135BJ |
| 2008-18-01 | | 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, -100 ECJ, -200 STD, -200 LR, and -200 IGW |
| 2008-18-03 | | Airbus | A330-200, A330-300, and A340-300 |
| 2008-18-04 | S 2008-04-02 | Bombardier | DHC-8-400, DHC-8-401, and DHC-8-402 |
| 2008-18-05 | | McDonnell Douglas | 717-200 |
| 2008-18-08 | | Engine: | RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 |
| 2008-18-09 | | 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 |
| 2008-18-10 | | McDonnell Douglas | MD-90-30 |
| 2008-19-04 | | Boeing | 777-200 and -300 |
| 2008-19-51 | E | Rolls-Royce Corp. | Engine: AE 3007A |
| Biweekly 2008-20 | | | |
| 2008-19-08 | S 2007-18-08 | Dassault Aviation | Falcon 10 |
| 2008-19-12 | | Honeywell International Inc. | Engine: TFE731-4, -4R, -5, -5AR, -5BR, and -5R |

LARGE AIRCRAFT

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

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

Biweekly 2008-21

| | | | |
|------------|--------------------|-------------------------------------|--|
| 2008-16-05 | COR S , 2007-02-07 | Rolls-Royce Deutschland Ltd & Co KG | Engine: 528, 529, 532, 535, 542, and 552 |
| 2008-17-13 | | Boeing | 737-100, -200, -200C, -300, -400, and -500 |
| 2008-17-19 | | ATR | ATR42-200, -300, and -320 |
| 2008-18-07 | | Boeing | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR |
| 2008-19-03 | | Boeing | 737-300, -400, and -500 |
| 2008-19-07 | | Bombardier, Inc. | DHC-8-400, DHC-8-401 and DHC-8-402 |
| 2008-19-09 | | Fokker Services B.V | F.28 Mark 0070 and F.28 Mark 0100 |
| 2008-20-01 | | Lockheed | 382, 382B, 382E, 382F, and 382G |
| 2008-20-02 | | Embraer | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU |
| 2008-20-03 | S 2006-06-07 | Fokker Services, BV | F.28 Mark 0070 and Mark 0100 |
| 2008-20-04 | | Rolls-Royce plc | Engine: RB211-535E4 series, RB211-535E4-B series, RB211-535E4-C series, RB211-535C series, and RB211-22B |
| 2008-21-01 | | Hawker Beechcraft | BAe.125 series 800A, 800XP |
| 2008-21-02 | S 99-04-11 | Boeing | 737-600, -700, -700C, -800, and -900 |
| 2008-21-03 | | Boeing | 737-300, -400, and -500 |
| 2008-21-05 | S 2005-12-14 | Boeing | 767-200. -300, and -400ER |



CORRECTION: [*Federal Register: October 6, 2008 (Volume 73, Number 194)*]; Page 58032-
www.access.gpo.gov/su_docs/aces/aces140.html]58033;

2008-16-05 Rolls-Royce Deutschland Ltd & Co KG (formerly Rolls-Royce plc): Amendment 39-15623. Docket No. FAA-2006-24825; Directorate Identifier 2006-NE-17-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective September 4, 2008.
- (b) This AD supersedes AD 2007-02-07, Amendment 39-14894.

Applicability

(c) This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) Dart 528, 529, 532, 535, 542, and 552 series turboprop engines. These engines are installed on, but not limited to, Hawker Siddeley, Argosy AW.650, Fairchild Hiller F-27, F-27A, F-27B, F-27F, F-27G, F-27J, FH-227, FH-227B, FH-227C, FH-227D, FH-227E, Fokker F.27 all marks; British Aircraft Corporation Viscount 744, 745D and 810; Gulfstream G-159, General Dynamics Convair 240D or 600, or 600-240D, and 340D or 440D, or 640-340D and 640-440D airplanes.

Unsafe Condition

(d) This AD results from us including an incorrect engine model and omitting an engine model from the applicability of the existing AD. We are issuing this AD to prevent HPT disk failure, which can result in an uncontained engine failure and damage to the airplane.

Compliance

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

Intermediate Pressure Turbine (IPT) Disk and High Pressure Turbine (HPT)/IPT Disk Seal Arm Inspections

- (f) Within 60 days after the effective date of the AD, do either of the following:
 - (1) Perform a dimensional inspection of the IPT disk and repair or replace the IPT disk, if necessary using paragraph 3 of the Accomplishment Instructions of RRD service bulletin (SB) Da72-538, dated June 10, 2005; or

(2) Perform an ultrasonic inspection of the disk seal arm contact between the HPT and the IPT using paragraph 3 of the Accomplishment Instructions of RRD SB Da72-536, Revision 1, dated August 25, 2003.

(i) For RRD Dart 528, 529, 532, 535, 542 series turboprop engines if wear is outside allowable limits, before June 30, 2008, perform a dimensional inspection and repair or replace the IPT disk, if necessary. Use paragraph 3 of the Accomplishment Instructions of RRD SB Da72-538, dated June 10, 2005.

(ii) For RRD Dart 552 series turboprop engines if wear is outside allowable limits, before July 31, 2008, perform a dimensional inspection and repair or replace the IPT disk, if necessary. Use paragraph 3 of the Accomplishment Instructions of RRD SB Da72-538, dated June 10, 2005.

(iii) If wear is within allowable limits, perform a dimensional inspection of the IPT disk at the next engine shop visit or at next overhaul, whichever occurs first and repair or replace the IPT disk, if necessary. Use paragraph 3 of the Accomplishment Instructions of RRD SB Da72-538, dated June 10, 2005.

Alternative Methods of Compliance

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

Related Information

(h) LBA airworthiness directive D-2005-197, dated June 30, 2005, also addresses the subject of this AD.

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

Material Incorporated by Reference

(j) You must use the Rolls-Royce Deutschland Ltd & Co KG service information specified in Table 1 to perform the actions required by this AD. The Director of the Federal Register previously approved the incorporation by reference of the service information specified in Table 1 on February 26, 2007 (72 FR 2610, January 22, 2007). Contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, D-15827 Dahlewitz, Germany; telephone 49 (0) 33-7086-1768; fax 49 (0) 33-7086-3356 for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Table 1 – Incorporation by Reference

| Service Bulletin No. | Page | Revision | Date |
|-----------------------------|-------------|-----------------|-----------------|
| Da72-536 | All | 1 | August 25, 2003 |
| Total Pages: 23 | | | |
| Da72-538 | All | Original | June 10, 2005 |
| Total Pages: 21 | | | |

Issued in Burlington, Massachusetts, on July 24, 2008.

Carlos Pestana,

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

[FR Doc. E8-17423 Filed 7-30-08; 8:45 am]



2008-17-13 Boeing: Amendment 39-15651. Docket No. FAA-2008-0149; Directorate Identifier 2007-NM-319-AD.

Effective Date

- (a) This airworthiness directive (AD) is effective November 5, 2008.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-38A1054, dated August 23, 2007.

Unsafe Condition

(d) This AD results from a report of a separated hose assembly for the passenger water system. We are issuing this AD to prevent a water leak into the flight deck ceiling, which could result in an electrical short and possible loss of several functions essential to safe flight.

Compliance

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

Replacement

(f) Within 60 months after the effective date of this AD, replace the existing straight-to-90-degree hose assembly for the Lavatory "A" water supply with a new straight hose assembly and a separate 90-degree elbow fitting, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-38A1054, dated August 23, 2007.

Parts Installation

(g) As of the effective date of this AD, any hose assembly part having a part number identified in Table 1 of this AD must not be used in any location that is subject to the requirements of this AD. However, those parts may be used in other locations if not otherwise prohibited.

Table 1 – Spare Parts Prohibited for this AD

| Airplane Group Identified in Boeing Alert Service Bulletin 737-38A1054, dated August 23, 2007 | Existing Part Number(s) |
|--|---|
| 1 and 2 | 10-61998-430, AS4471-08-0401, or AS4471-08-0404 |
| 3 | 10-61998-25 or 10-60871-125 |
| 4 | 10-61998-31 or 10-60871-139 |

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office, FAA, ATTN: Marcia Smith, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6484; 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.

Material Incorporated by Reference

(i) You must use Boeing Alert Service Bulletin 737-38A1054, dated August 23, 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 August 6, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22649 Filed 9-30-08; 8:45 am]



2008-17-19 ATR–Gie Avions De Transport Régional (Formerly Aerospatiale): Amendment 39-15657. Docket No. FAA-2008-0636; Directorate Identifier 2007-NM-324-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 3, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to ATR Model ATR42-200, -300, and -320 airplanes, certificated in any category; excluding airplanes on which ATR Modification 8463 has been done.

Subject

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

Reason

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

One ATR 42-300 experienced a collapse of the Right (RH) Main Landing Gear (MLG) when taxiing, caused by failure of the side brace assembly. Investigations revealed a crack propagation that occurred from a corrosion pit, in a very high stressed area of the upper arm. Dimensions of the corrosion pit were lower than the minimum defect size that can be detected by usual inspection means used during landing gear overhaul. The superseded EASA (European Aviation Safety Agency) Airworthiness Directive (AD) 2007-0112 was issued to require repetitive inspections on affected high stressed areas on MLG side brace assemblies for crack detection and to replace the affected side brace assembly if any defect was found.

Since the issuance of [EASA] AD 2007-0112, a modification of [the] side brace upper arm has been developed as terminating action. However, production non-conformity of the inspection tool was discovered.

In order to correct the discrepancy of the initial tool, new inspection tool components have been manufactured and the Service Bulletin (SB) Messier Dowty 631-32-191 has been updated to revision 2 accordingly. This directive mandates re-inspection of MLG side brace assemblies previously inspected [in accordance with] revision 1 of the Messier Dowty SB 631-32-191 and reduces the inspection interval initially proposed in [EASA] AD 2007-0112 in order to maintain the same level of confidence.

* * * * *

The unsafe condition is cracking of the upper arms of the secondary side brace assemblies of the MLG, which could result in collapse of the MLG during takeoff or landing, damage to the airplane, and possible injury to the flightcrew and passengers.

Actions and Compliance

(f) For MLG side brace assemblies with part number (P/N) D22710000, without suffix "-9": Unless already done, do the following actions.

(1) For airplanes on which the MLG side brace assemblies have not been inspected as of the effective date of this AD, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin 631-32-191, Revision 1, dated February 26, 2007: Perform the initial eddy current inspection for cracking of the MLG side brace, in accordance with the Accomplishment Instructions of Messier-Dowty Special Inspection Service Bulletin 631-32-191, Revision 2, dated August 30, 2007, at the applicable time specified in Table 1 of this AD. Unless otherwise specified, the flight cycles and times indicated in Table 1 of this AD must be interpreted as total flight cycles since overhaul, or time since overhaul, and as total flight cycles since new or time since manufacture for side brace assemblies that have not undergone any overhaul yet.

Table 1 – Compliance Times

| For a MLG Side Brace Assembly With the Total Flight Cycles Since New or Total Flight Cycles Since Overhaul Specified Below as of the Effective Date of This AD – | Do the Initial Inspection at the Time Specified Below – |
|---|--|
| More than 8,000 flight cycles | Within 500 flight cycles after the effective date of this AD. |
| 5,000 or more total flight cycles, but not more than 8,000 total flight cycles | Within 1,000 flight cycles after the effective date of this AD or before accumulating 8,500 flight cycles, whichever occurs first. |
| Less than 5,000 flight cycles | Within 2,000 flight cycles after the effective date of this AD or before accumulating 6,000 flight cycles, whichever occurs first. |

(2) For airplanes on which the MLG side brace assemblies have been inspected as of the effective date of this AD, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin 631-32-191, Revision 1, dated February 26, 2007: Within 1,000 flight cycles after the last inspection or within 200 flight cycles after the effective date of this AD, whichever occurs later, perform an eddy current inspection for cracking of the MLG side brace, in accordance with the Accomplishment Instructions of Messier-Dowty Special Inspection Service Bulletin 631-32-191, Revision 2, dated August 30, 2007.

(3) After accomplishment of the inspection required by paragraph (f)(1) or (f)(2) of this AD, repeat the inspection at intervals not to exceed 2,600 flight cycles in accordance with the Accomplishment Instructions of Messier-Dowty Special Inspection Service Bulletin 631-32-191, Revision 2, dated August 30, 2007.

(4) If any crack is found during any inspection required by paragraphs (f)(1), (f)(2) and (f)(3) of this AD, before further flight, replace the affected side brace in accordance with the Accomplishment Instructions of Messier-Dowty Special Inspection Service Bulletin 631-32-191, Revision 2, dated August 30, 2007.

(5) At the applicable time specified in paragraph (f)(5)(i) or (f)(5)(ii) of this AD: Inspect for cracking, corrosion, and defects of the MLG side brace assemblies with P/N D22710000, without suffix "-9", in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin 631-32-194, dated June 6, 2007.

(i) For airplanes having side brace assemblies on which Messier-Bugatti Service Bulletin 631-32-072 has not been incorporated: Before accumulating 16,000 total flight cycles or within 8 years after the effective date of this AD, whichever occurs first.

(ii) For airplanes having side brace assemblies on which Messier-Bugatti Service Bulletin 631-32-072 has been incorporated: Before accumulating 19,000 total flight cycles or within 8 years after the effective date of this AD, whichever occurs first.

(6) If no cracking, corrosion, or defect is found during any inspection required by paragraph (f)(5) of this AD, before further flight, modify and re-identify (by adding a suffix "-9" to P/N D22710000) the MLG side brace assemblies in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-32-0092, dated June 25, 2007.

(7) If any cracking, corrosion, or defect is found during any inspection required by paragraph (f)(5) of this AD, before further flight, replace the discrepant MLG side brace assembly with a modified and re-identified MLG side brace assembly in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-32-0092, dated June 25, 2007.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: Although the MCAI or service information allows further flight if a crack is found during compliance with the required inspections, this AD requires that you repair the crack before further flight.

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2007-0263, dated October 3, 2007, and the service information specified in Table 2 of this AD, for related information.

Table 2 – Service Information

| Service Bulletin | Revision | Date |
|---|-----------------|------------------|
| ATR Service Bulletin ATR42-32-0092 | Original | June 25, 2007 |
| ATR Technical Instruction ATR42 ATR42-07-01 | Original | February 5, 2007 |
| Messier-Dowty Service Bulletin 631-32-194 | Original | June 6, 2007 |
| Messier-Dowty Special Inspection Service Bulletin 631-32-191 | 2 | August 30, 2007 |

Material Incorporated by Reference

(i) You must use the service information specified in Table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

Table 3 – Material Incorporated by Reference

| Service Bulletin | Revision | Date |
|---|-----------------|-----------------|
| ATR Service Bulletin ATR42-32-0092 | Original | June 25, 2007 |
| Messier-Dowty Service Bulletin 631-32-194 | Original | June 6, 2007 |
| Messier-Dowty Special Inspection Service Bulletin 631-32-191 | 2 | August 30, 2007 |

Messier-Dowty Special Inspection Service Bulletin 631-32-191, Revision 2, dated August 30, 2007, contains the following effective pages:

| Page No. | Revision level shown on page | Date shown on page |
|-----------------|-------------------------------------|---------------------------|
| 1, 3, 8 | 2 | August 30, 2007. |
| 2, 6, 7, 9, 10 | 1 | February 26, 2007. |
| 4, 5 | Original | December 13, 2006. |

(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 ATR, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France.

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

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

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-19365 Filed 9-26-08; 8:45 am]



2008-18-07 Boeing: Amendment 39-15664. Docket No. FAA-2007-29227; Directorate Identifier 2007-NM-100-AD.

Effective Date

(a) This airworthiness directive (AD) is effective November 5, 2008.

Affected ADs

(b) Certain requirements of this AD terminate certain requirements of AD 2007-12-11, amendment 39-15089.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 747-53-2460, Revision 1, dated February 13, 2007, except airplanes that have been converted to an all-cargo configuration. The requirements of this AD also become applicable at the time when a converted airplane operating in an all-cargo configuration is converted back to a passenger or passenger/cargo configuration.

Unsafe Condition

(d) This AD results from reports of cracking and/or a sharp edge in the lower forward corner reveal of the number 3 main entry doors (MEDs). We are issuing this AD to detect and correct fatigue cracking of the lower forward corner reveal of the number 3 MEDs, which could lead to the door escape slide departing the airplane when the door is opened and the slide is deployed, and consequent injuries to passengers and crew using the door escape slide during an emergency evacuation.

Compliance

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

Service Bulletin Reference

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-53-2460, Revision 1, dated February 13, 2007.

Actions for Group 3 Airplanes

(g) For airplanes identified as Group 3 airplanes in the service bulletin: Before the accumulation of 10,000 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later, do a detailed inspection for cracking of the lower forward corner reveals in accordance with Part 8 of the service bulletin.

(1) If no cracking is found, repeat the inspection thereafter at intervals not to exceed 6,000 flight cycles until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

Note 1: For the purpose of this AD, a one-piece machined aluminum reveal may be reworked into a two-piece reveal in accordance with Part 7 of the service bulletin after it was verified to be crack free and without a sharp edge in accordance with Part 5 of the service bulletin, or after it was confirmed to be crack free in accordance with Part 5 of the service bulletin and reworked to remove a sharp edge in accordance with Part 6 of the service bulletin.

(2) If cracking is found, do the replacement specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) Before further flight, replace the reveal with a new or reworked two-piece reveal in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

(ii) Before further flight, replace the reveal with a new or reworked one-piece machined aluminum reveal without a sharp edge in accordance with Part 3 of the service bulletin. Before the accumulation of 10,000 flight cycles on the replacement reveal since new, do the inspection for cracking specified in Part 8 of the service bulletin and repeat the inspection thereafter at intervals not to exceed 6,000 flight cycles until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. If any cracking is found during any inspection required by this paragraph, before further flight, do the action specified in paragraph (g)(2) of this AD. No further action is required by this paragraph for that location only after the replacement with a two-piece reveal.

Note 2: For the purpose of this AD, a one-piece machined aluminum reveal with a sharp edge may be reworked into a one-piece machined aluminum reveal without a sharp edge in accordance with Part 6 of the service bulletin after it is confirmed to be crack free in accordance with Part 5 of the service bulletin. After the sharp edge is removed, the one-piece machined aluminum reveal without a sharp edge may be further reworked into a two-piece reveal in accordance with Part 7 of the service bulletin.

Actions for Group 2 Airplanes and Group 1, Configuration 2 Airplanes

(h) For airplanes identified as Group 2 airplanes in the service bulletin: Before the accumulation of 1,500 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later, do the inspection specified in paragraph (j) of this AD.

(i) For airplanes identified as Group 1, Configuration 2 airplanes in the service bulletin: Within 1,500 flight cycles after the lower forward corner reveal was last replaced or 1,000 flight cycles after the effective date of this AD, whichever occurs later, do the inspection specified in paragraph (j) of this AD.

(j) At the applicable times specified in paragraphs (h) and (i) of this AD: Do a detailed inspection of the lower forward corner reveals for cracking and a sharp edge in accordance with Part 5 of the service bulletin.

(1) If no cracking and no sharp edge are found, before the accumulation of 10,000 flight cycles on the lower forward corner reveal since new, or within 6,000 flight cycles after doing the inspection required by paragraph (j) of this AD, whichever occurs later, do the detailed inspection for cracking in accordance with Part 8 of the service bulletin and inspect thereafter at intervals not to exceed 6,000 flight cycles, until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. If any cracking is found during any inspection required by this paragraph, before further flight, do the action specified in paragraph (j)(3) of this AD. No further action is required by this paragraph for that location only after the replacement with a two-piece reveal.

(2) If no cracking is found but a sharp edge is found, do the action specified in paragraph (j)(2)(i) or (j)(2)(ii) of this AD.

(i) Before further flight, replace the lower forward corner reveal with a new or reworked two-piece reveal, in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

(ii) Before further flight, replace the reveal with a new or reworked one-piece machined aluminum reveal without a sharp edge, in accordance with Part 3 of the service bulletin. Before the accumulation of 10,000 flight cycles on the replacement reveal since new, do the inspection for cracking in accordance with Part 8 of the service bulletin and inspect thereafter at intervals not to exceed 6,000 flight cycles, until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. If any cracking is found during any inspection required by this paragraph, before further flight, do the action required by paragraph (j)(3) of this AD. No further action is required by this paragraph for that location only after the replacement with a two-piece reveal.

(3) If cracking is found, do the action specified in paragraph (j)(3)(i) or (j)(3)(ii) of this AD.

(i) Before further flight, replace the reveal with a new or reworked two-piece reveal, in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

(ii) Before further flight, replace the lower forward corner reveal with a new or reworked one-piece machined aluminum reveal without a sharp edge, in accordance with Part 3 of the service bulletin. Before the accumulation of 10,000 flight cycles on the replacement reveal since new, do the inspection for cracking in accordance with Part 8 of the service bulletin and inspect thereafter at intervals not to exceed 6,000 flight cycles, until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. If any cracking is found during any inspection required by this paragraph, before further flight, do the action required by paragraph (j)(3) of this AD. No further action is required by this paragraph for that location only after the replacement with a two-piece reveal.

Actions for Group 1, Configuration 1 Airplanes

(k) For airplanes identified as Group 1, Configuration 1 airplanes in the service bulletin: Before the accumulation of 1,500 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later, do a material type inspection to determine if the lower forward corner reveals are castings, in accordance with the service bulletin. As an alternative to the material type inspection, replacing a reveal with a new or reworked two-piece lower forward corner reveal in accordance with Part 2 of the service bulletin is terminating action for the requirements of this paragraph for that location only.

(1) If the forward corner reveal is not a casting: Before further flight, do the actions specified in paragraph (j) of this AD except for the inspection for a sharp edge.

(2) If the forward corner reveal is a casting: Before the accumulation of 7,000 total flight cycles, within 2,000 flight cycles after the effective date of this AD, or within 3,000 flight cycles since the forward corner reveal was inspected in accordance with Boeing Service Bulletin 747-53A2378, whichever is latest, do a detailed inspection for cracking of the lower forward corner reveal, in accordance with Part 1 of Boeing Special Attention Service Bulletin 747-53-2460, Revision 1, dated February 13, 2007.

(i) If no cracking is found: Repeat the inspection specified in paragraph (k)(2) of this AD thereafter at intervals not to exceed 3,000 flight cycles until a new or reworked two-piece lower forward corner reveal is installed in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

(ii) If cracking is found: Do the actions specified in paragraph (k)(2)(ii)(A), (k)(2)(ii)(B), or (k)(2)(ii)(C) of this AD.

(A) Before further flight, weld repair the reveal in accordance with Part 4 of the service bulletin. Repeat the inspection specified in paragraph (k)(2) of this AD thereafter at intervals not to exceed 3,000 flight cycles until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

(B) Before further flight, replace the reveal with a new or reworked two-piece reveal, in accordance with Part 2 of the service bulletin. No further action is required by this paragraph for that location only after the replacement.

(C) Before further flight, replace the reveal with a new or reworked one-piece machined aluminum reveal without a sharp edge, in accordance with Part 3 of the service bulletin. Before the accumulation of 10,000 flight cycles on the replacement reveal since new, do the inspection for cracking in accordance with Part 8 of the service bulletin and inspect thereafter at intervals not to exceed 6,000 flight cycles, until a new or reworked two-piece reveal is installed in accordance with Part 2 of the service bulletin. If any cracking is found during any inspection required by this paragraph, before further flight, do the action required by paragraph (k)(2)(ii)(B) or (k)(2)(ii)(C) of this AD. No further action is required by this paragraph for that location only after the replacement with a two-piece reveal.

Operator's Equivalent Procedure

(l) Although Step 5 of Figure 8 of the service bulletin specifies that operators may accomplish the actions in accordance with "an operator's equivalent procedure," this AD requires operators to accomplish Step 5 of Figure 8 in accordance with only the procedures specified in Boeing Standard Overhaul Practices Manual (SOPM) 20-20-02 as given in the service bulletin. An "operator's equivalent procedure" may be used only if approved as an alternative method of compliance in accordance with paragraph (p) of this AD.

Compliance With AD 2007-12-11, Amendment 39-15089, for MED 3 Only

(m) Accomplishment of the applicable repair required by this AD constitutes compliance with the repair of the lower forward corner casting (reveal) of the number 3 MEDs only, as required by paragraph (q)(2)(ii) of AD 2007-12-11 (which specifies the actions be done in accordance with Boeing Service Bulletin 747-53A2378, Revision 1, dated March 10, 1994; or Boeing Service Bulletin 747-53A2378, Revision 3, dated August 11, 2005). Accomplishment of the actions of this AD does not terminate the remaining requirements of AD 2007-12-11.

Parts Installation

(n) As of the effective date of this AD, no person may install a door lower forward corner reveal made of cast 356 aluminum on any airplane at a location specified by this AD.

(o) As of the effective date of this AD, no person may install a door lower forward corner reveal made of machined 6061 aluminum on any airplane at a location specified by this AD, unless it has been confirmed/reworked to be without a sharp edge in accordance with the service bulletin.

Alternative Methods of Compliance (AMOCs)

(p)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Ivan Li, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6437; 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, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(q) You must use Boeing Special Attention Service Bulletin 747-53-2460, Revision 1, dated February 13, 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 August 20, 2008.

Kevin Hull,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-20091 Filed 9-30-08; 8:45 am]



2008-19-03 Boeing: Amendment 39-15670. Docket No. FAA-2008-0947; Directorate Identifier 2008-NM-154-AD.

Effective Date

(a) This airworthiness directive (AD) is effective October 16, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 737-53A1293, dated August 13, 2008.

Unsafe Condition

(d) This AD results from reports of cracks in the fuselage skin common to stringer S-1 and between station (STA) 400 and STA 460. We are issuing this AD to detect and correct fatigue cracking of the fuselage skin panels at the chem-mill steps, which could result in sudden fracture and failure of the fuselage skin panels, and consequent rapid decompression of the airplane.

Compliance

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

Repetitive Inspections

(f) At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1293, dated August 13, 2008 (hereafter "the service bulletin"); 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 repetitive external detailed inspections or non-destructive inspections (NDI) to detect cracks in the fuselage skin along the chem-mill steps at stringers S-1 and S-2R, between STA 400 and STA 460, by accomplishing the applicable inspections specified in the Accomplishment Instructions of the service bulletin.

Repair

(g) If any crack is found during any inspection required by paragraph (f) of this AD, before further flight, repair the cracked fuselage skin using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6447; 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, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(i) You must use Boeing Alert Service Bulletin 737-53A1293, dated August 13, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, 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 September 11, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22755 Filed 9-30-08; 8:45 am]



2008-19-07 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15674. Docket No. FAA-2008-0730; Directorate Identifier 2008-NM-055-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 3, 2008.

Affected ADs

- (b) None.

Applicability

- (c) Bombardier Model DHC-8-400, DHC-8-401 and DHC-8-402 airplanes, serial numbers 4003, 4004, 4006, and 4008 through 4129, certificated in any category.

Subject

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

Reason

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

All DHC-8 Series 400 aircraft have had a spoiler fuselage cable disconnect sensing system installed in production. Subsequently it was discovered that, in the event of a spoiler fuselage cable disconnect, only the ROLL SPLR INBD HYD caution light will be illuminated until the aircraft speed decreases below 165 kts [knots], at which time the ROLL SPLR OUTBD HYD caution light will also be illuminated. In the event of a spoiler fuselage cable disconnect in association with the existing indications described above, the reduction in roll authority could result in increased pilot workload during approach and landing.

Modsums 4-110066 and 4-126356 (each applicable to a different batch of aircraft serial numbers) have been issued to rework the sensing circuit caution light indication to ensure that it is consistent for spoiler fuselage cable disconnects above and below 165 kts. Modsum 4-126356 has been installed in production on aircraft serial numbers 4130 and subsequent.

Actions and Compliance

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

(1) For airplanes with serial numbers 4003, 4004, 4006, and 4008 through 4094: Within 6,000 flight hours after the effective date of this AD, modify the spoiler cable disconnect sensing circuit by incorporating Modsum 4-110066 in accordance with Bombardier Service Bulletin 84-27-33, dated June 6, 2007.

(2) For airplanes with serial numbers 4095 through 4129: Within 6,000 flight hours after the effective date of this AD, modify the spoiler cable disconnect sensing circuit by incorporating Modsum 4-126356 in accordance with Bombardier Service Bulletin 84-27-28, Revision B, dated September 25, 2007.

(3) Installations of Modsum 4-126356 accomplished before the effective date of this AD according to Bombardier Service Bulletin 84-27-28, dated October 2, 2006; or Revision A, dated April 30, 2007; are considered acceptable for compliance with the corresponding action specified in this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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: Dan Parrillo, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7305; 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-2008-13, dated February 14, 2008; and Bombardier Service Bulletins 84-27-33, dated June 6, 2007; and 84-27-28, Revision B, dated September 25, 2007; for related information.

Material Incorporated by Reference

(i) You must use Bombardier Service Bulletin 84-27-33, dated June 6, 2007; or Bombardier Service Bulletin 84-27-28, Revision B, dated September 25, 2007; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact 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 September 11, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22061 Filed 9-26-08; 8:45 am]



2008-19-09 Fokker Services B.V.: Amendment 39-15676. Docket No. FAA-2008-0676; Directorate Identifier 2007-NM-280-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 3, 2008.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Fokker Model F.28 Mark 0070 and F.28 Mark 0100, serial numbers 11244 thru 11585, certificated in any category, equipped with Messier-Dowty main landing gears.

Subject

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

Reason

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

Service experience has shown that heavy MLG (main landing gear) shimmy vibration can occur due to faulty/empty dampers or due to excessive free play in the T/L (torque link) apex joint. In several cases this shimmy vibration resulted in a MLG main fitting failure. In those cases where only the upper torque link attachment lug failed the damage to the aircraft was limited. In all other cases the MLG main fitting cracked, finally resulting in a collapse of the MLG causing extensive damage to the wingtip, aileron and flaps. To prevent the collapse of the MLG, Messier-Dowty has designed an upper torque link fuse pin with a static strength lower than the demonstrated strength of the MLG main fitting. In case of a heavy shimmy vibration the upper torque link fuse pin will fail before the main fitting. Therefore the installation of an upper torque link fuse pin will protect the LH and RH (left- and right-hand) MLG main fitting against extreme shimmy loads and thus against a MLG main fitting failure and a MLG collapse. Since an unsafe condition has been identified that may exist or develop on aircraft of the same type design this Airworthiness Directive requires the modification of the MLG by replacing the upper torque link pin with a new fuse pin.

Actions and Compliance

(f) Unless already done: Within the applicable compliance time specified in paragraphs (f)(1) and (f)(2) of this AD, do the following actions.

(1) For Messier-Dowty MLG in a pre-mod Messier-Dowty Service Bulletin F100-32-050 configuration: Within 12 months after the effective date of this AD, replace the upper torque link pin with a new fuse pin in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-148, Revision 1, dated February 26, 2007.

(2) For Messier-Dowty MLG in a post-mod Messier-Dowty Service Bulletin F100-32-050 configuration: Within 30 months after the effective date of this AD, replace the upper torque link pin with a new fuse pin in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-148, Revision 1, dated February 26, 2007.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI references the original version of the service bulletin or a later approved version. The original version of the service bulletin specifies to use an incorrect part number. This AD refers to Revision 1 of the service bulletin.

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 Dutch Airworthiness Directive NL-2007-001, dated February 26, 2007; and Fokker Service Bulletin SBF100-32-148, Revision 1, dated February 26, 2007; for related information.

Material Incorporated by Reference

(i) You must use Fokker Service Bulletin SBF100-32-148, Revision 1, dated February 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 Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands.

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

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

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22065 Filed 9-26-08; 8:45 am]



2008-20-01 Lockheed: Amendment 39-15680. Docket No. FAA-2008-0638; Directorate Identifier 2008-NM-035-AD.

Effective Date

(a) This airworthiness directive (AD) is effective November 3, 2008.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Lockheed Model 382, 382B, 382E, 382F, and 382G series airplanes, certificated in any category.

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 (k) 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.

Unsafe Condition

(d) This AD results from a design review of the fuel tank systems. We are issuing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Service Bulletin Reference

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Lockheed Service Bulletin 382-28-22, Revision 3, dated March 28, 2008.

Maintenance Program Revision

(g) Before December 16, 2008, revise the FAA-approved maintenance program to incorporate the fuel system limitations (FSLs) and the critical design configuration control limitations (CDCCLs) specified in the Accomplishment Instructions of the service bulletin; except as provided by paragraphs (g)(1), (g)(2), and (g)(3) of this AD, and except that the modifications and initial inspections specified in Table 1 of this AD must be done at the compliance time specified in paragraph (h) of this AD.

(1) For the CDCCLs specified in paragraphs 2.C.(3)(e), 2.C.(3)(h), 2.C.(4)(a), 2.C.(5)(c), 2.C.(7)(h), and 2.C.(8) of the service bulletin, do the applicable actions in accordance with the Accomplishment Instructions of Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006.

(2) Where paragraph 2.C.(1)(c) of the service bulletin specifies to change the maintenance program to indicate that repetitive inspections of the lightning and static bonding jumpers must be done in accordance with Lockheed Service Bulletin 382-28-21, instead do the repetitive inspections in accordance with Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006.

(3) Where the service bulletin specifies to inspect, this AD requires doing a general visual inspection.

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

Fuel System Modifications, Initial Inspections, and Repair if Necessary

(h) Within 36 months after the effective date of this AD, do the applicable actions specified in Table 1 of this AD, and repair any discrepancy before further flight, in accordance with the service bulletin.

Table 1 – Modifications and Initial Inspections

| Action | Additional Source of Service Information for Accomplishing the Action |
|--|--|
| For airplanes having any serial number prior to 4962: Install new, improved fuel dump masts in accordance with paragraph 2.C.(1)(d) of the service bulletin. | Lockheed Service Bulletin 382-28-9, dated May 13, 1983 |
| Mark the fuel quantity indicating system (FQIS) wires in accordance with paragraphs 2.C.(1)(a)2, 2.C.(4)(b), and 2.C.(4)(c) of the service bulletin. | Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006 |

| | |
|--|---|
| Do the dry bay zonal inspection and inspect the static ground terminals of the fuel system plumbing in accordance with paragraph 2.C.(1)(a) of the service bulletin. | Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006 |
| Install ground fault interrupters (GFIs) and flame arrestors for protection of the fuel system in accordance with paragraphs 2.C.(1)(b) and 2.C.(7)(c) of the service bulletin. | Lockheed Service Bulletin 382-28-20, Revision 5, dated June 19, 2008 |
| Inspect the GFIs for protection of the fuel system in accordance with paragraph 2.C.(1)(b) <u>1</u> of the service bulletin. | Paragraph 2.C.(2) of the service bulletin |
| Install the lightning bonding jumpers (straps) in accordance with paragraphs 2.C.(1)(c) and 2.C.(6)(a) of the service bulletin. | Lockheed Service Bulletin 382-28-21, Revision 2, dated November 20, 2006 |
| Inspect the lightning and static bonding jumpers (straps) in accordance with paragraphs 2.C.(1)(c) of the service bulletin. | Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006 |
| Apply a certain sealant to the interior of the main wing fuel tanks; and apply a certain sealant to the all external fuel tank nose caps, mid sections, and tail sections; as applicable; in accordance with paragraphs 2.C.(1)(e) <u>1</u> , 2.C.(1)(e) <u>3</u> , and 2.C.(7)(i) <u>1</u> of the service bulletin. | Lockheed Service Bulletin 382-28-24, Revision 1, dated November 5, 2007, including the Errata Notice, dated January 7, 2008 |

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 in accordance with the procedures specified in paragraph (k) of this AD.

No Reporting Requirement

(j) Although Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006, specifies to notify Lockheed of any discrepancies found during inspection, this AD does not require that action.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, ATTN: Robert A. Bosak, Aerospace Engineer, Propulsion and Services Branch, ACE-118A, FAA, Atlanta ACO, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone (770) 703-6094; fax (770) 703-6097; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

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

Material Incorporated by Reference

(1) You must use Lockheed Service Bulletin 382-28-19, Revision 3, dated November 30, 2006; and Lockheed Service Bulletin 382-28-22, Revision 3, dated March 28, 2008; as applicable; to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, Airworthiness Office, Dept. 6A0M, Zone 0252, Column P-58, 86 S. Cobb Drive, Marietta, Georgia 30063.

(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 September 11, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22035 Filed 9-26-08; 8:45 am]



2008-20-02 Empresa Brasileira de Aeronautica S.A. (EMBRAER: Amendment 39-15681. Docket No. FAA-2008-0361; Directorate Identifier 2007-NM-279-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 3, 2008.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to EMBRAER Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; as identified in EMBRAER Service Bulletin 170-29-0006, Revision 01, dated February 22, 2008; and Model ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes; as identified in EMBRAER Service Bulletin 190-29-0003, dated October 4, 2006; certificated in any category.

Subject

- (d) Air Transport Association (ATA) of America Code 29: Hydraulic Power.

Reason

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

A few hydraulic system tube clamps located inside the wing fuel tanks were found damaged. Further analysis has shown that damage to multiple clamps may cause sparks inside the tanks, which in turn may lead to ignition of flammable vapors inside the fuel tanks.

The corrective action includes replacing tube attachment clamps having certain part numbers with new tube attachment clamps.

Actions and Compliance

(f) Unless already done: Within 8,000 flight hours after the effective date of this AD, replace the clamps which attach the hydraulic tubes inside the wing fuel tanks with new clamps, as specified in paragraph (f)(1) or (f)(2) of this AD, as applicable; in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 170-29-0006, Revision 01, dated February 22, 2008; or 190-29-0003, dated October 4, 2006; as applicable.

(1) For Model ERJ 170 airplanes: Replace any clamp having part number (P/N) PE27019RF4E with a new clamp having P/N PE27019FS4E; and any clamp having P/N PE27019RF8E with a new clamp having P/N PE27019FS8E.

(2) For Model ERJ 190 airplanes: Replace any clamp having P/N PE27019RF4E with a new clamp having P/N PE27019FS4E; and any clamp having P/N PE27019RF6E with a new clamp having P/N PE27019FS6E.

(3) Actions accomplished before the effective date of this AD in accordance with EMBRAER Service Bulletin 170-29-0006, dated October 4, 2006, are considered acceptable for compliance with the corresponding actions specified in paragraph (f) of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI Brazilian Airworthiness Directives 2007-04-01R1 and 2007-04-02R1 (including Errata, effective December 21, 2007), both effective December 21, 2007; and EMBRAER Service Bulletins 170-29-0006, Revision 01, dated February 22, 2008; and 190-29-0003, dated October 4, 2006; for related information.

Material Incorporated by Reference

(i) You must use EMBRAER Service Bulletin 170-29-0006, Revision 01, dated February 22, 2008; or EMBRAER Service Bulletin 190-29-0003, dated October 4, 2006; as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22205 Filed 9-26-08; 8:45 am]



2008-20-03 Fokker Services B.V.: Amendment 39-15682. Docket No. FAA-2008-0675; Directorate Identifier 2007-NM-192-AD.

Effective Date

- (a) This AD becomes effective November 3, 2008.

Affected ADs

- (b) This AD supersedes AD 2006-06-07.

Applicability

- (c) This AD applies to Fokker Model F.28 Mark 0070 and Mark 0100 airplanes, certificated in any category, equipped with Messier-Dowty main landing gears (MLGs).

Unsafe Condition

- (d) This AD results from reports that a final solution eliminating the cause of the crack initiation mechanism is not yet available and that repetitive inspections are necessary. We are issuing this AD to detect and correct cracks in the MLG main fitting, which could result in reduced structural integrity of the MLG main fitting.

Compliance

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

Restatement of Requirements of AD 2006-06-07

Airplane Flight Manual (AFM) Revision and Placard Installation

- (f) Within 14 days after April 26, 2006 (the effective date of AD 2006-06-07), amend the Limitations section of the Fokker F.28 AFM to prohibit application of brakes during backward movement of the airplane. This may be done by inserting a copy of this AD in the AFM.

Note 1: When a statement to prohibit application of brakes during backward movement of the airplane has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(g) Within 14 days after April 26, 2006, affix a placard on the pedestal, next to the parking brake handle, having the following wording: "APPLICATION OF BRAKES DURING BACKWARD MOVEMENT IS PROHIBITED."

Inspection and Corrective Action

(h) At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD: Do an eddy current inspection of the MLG main fittings and repair before further flight as applicable, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin F100-32-106, including Appendices A through C and excluding Appendix D, dated February 18, 2005, except as provided by paragraphs (i) and (j) of this AD.

(1) For airplanes on which an inspection has not been done in accordance with Messier-Dowty Service Bulletin F100-32-104, Revision 2, dated October 30, 2003: Within 3 months after April 26, 2006.

(2) For airplanes on which an inspection has been done in accordance with Messier-Dowty Service Bulletin F100-32-104, Revision 2, dated October 30, 2003: Within 2,000 flight cycles since the last inspection done in accordance with the service bulletin or within 3 months after April 26, 2006, whichever occurs later.

Exceptions to the Service Bulletin

(i) Where Messier-Dowty Service Bulletin F100-32-106, including Appendices A through C and excluding Appendix D, dated February 18, 2005, specifies contacting the manufacturer for repair: Before further flight, repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority–The Netherlands (CAA-NL) (or its delegated agent).

(j) Although Messier-Dowty Service Bulletin F100-32-106, including Appendices A through C and excluding Appendix D, dated February 18, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Parts Installation

(k) As of April 26, 2006, and until the effective date of this AD, no person may install, on any airplane, a Messier-Dowty MLG, unless it has been inspected/repared according to paragraph (h) of this AD.

New Requirements of This AD

Inspection and Repair

(l) At the applicable times specified in paragraphs (l)(1), (l)(2), and (l)(3) of this AD: Do an eddy current inspection of the MLG main fitting for cracks, and rework the MLG main fitting if applicable, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin F100-32-111, including Appendices A through C and excluding Appendix D, dated December 20, 2005; except as provided by paragraph (m) of this AD. The rework must be done before further flight.

(1) For all MLG main fittings, except those units identified in paragraph (1)(2) of this AD: Inspect within the next 2,000 flight cycles since the last inspection required by paragraph (h) of this AD, or within 4 months after the effective date of this AD, whichever occurs later.

(2) For new MLG main fittings and MLG main fittings on which both bores have been repaired (reworked) in accordance with paragraph (h) of this AD: Inspect within 4,000 flight cycles since new (installation) or repaired (rework) in accordance with paragraph (h) of this AD, as applicable.

(3) For all MLGs: Repeat the eddy current inspection thereafter at intervals not to exceed 2,000 flight cycles.

Exception to Service Bulletin F100-32-111

(m) Although Messier-Dowty Service Bulletin F100-32-111, including Appendices A through C and excluding Appendix D, dated December 20, 2005, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Parts Installation

(n) As of the effective date of this AD, no person may install, on any airplane, a Messier-Dowty MLG, unless it has been inspected and reworked in accordance with paragraph (l) of this AD.

Alternative Methods of Compliance (AMOCs)

(o) The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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.

Related Information

(p) Dutch airworthiness directive NL-2006-003, dated February 7, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(q) You must use Messier-Dowty Service Bulletin F100-32-106, including Appendices A through C and excluding Appendix D, dated February 18, 2005; and Messier-Dowty Service Bulletin F100-32-111, including Appendices A through C and excluding Appendix D, dated December 20, 2005; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Messier-Dowty Service Bulletin F100-32-111, including Appendices A through C and excluding Appendix D, dated December 20, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On April 26, 2006 (71 FR 14363, March 22, 2006), the Director of the Federal Register approved the incorporation by reference of Messier-Dowty Service Bulletin F100-32-106, including Appendices A through C and excluding Appendix D, dated February 18, 2005.

(3) Contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands, for a copy of this service information.

(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 September 11, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-22210 Filed 9-26-08; 8:45 am]



2008-20-04 Rolls-Royce plc: Amendment 39-15683. Docket No. FAA-2007-0078; Directorate Identifier 2007-NE-40-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 3, 2008.

Affected ADs

- (b) None.

(c) This AD applies to Rolls-Royce plc (RR) models RB211-535E4 series, RB211-535E4-B series, RB211-535E4-C series, RB211-535C series, and RB211-22B series turbofan engines. This AD also applies to RB211-524 series turbofan engines except for engines with high pressure (HP) turbine discs incorporating RR Service Bulletin (SB) No. RB.211-72-C109 or RR SB No. RB.211-72-C762. These engines are installed on, but not limited to, Boeing 747, 757, and 767, Lockheed L-1011, and Tupolev Tu204 airplanes.

Reason

(d) European Aviation Safety Agency AD 2006-0180, dated June 26, 2006, AD 2006-0181, dated June 26, 2006, and AD 2006-0182, dated June 28, 2006, state:

HP turbine discs recently inspected in accordance with the Engine Manual have exhibited cracks in the disc rim. The discs have failed to meet the inspection acceptance criteria and have been returned to Rolls-Royce for engineering investigation. This investigation has concluded that the cracks have resulted from scores within the cooling air holes in the disc rim that could have been introduced during new part manufacture or during overhaul of the disc. The engineering investigation has concluded that if this cracking was undetected then it could result in uncontained disc failure and a potential unsafe condition for the aircraft.

We are issuing this AD to prevent uncontained disc failure, possibly resulting in damage to the airplane.

Actions and Compliance

(e) Unless already done, perform an initial eddy current inspection (ECI) of the HP turbine disc air cooling holes. Information on ECI of HP turbine disc cooling holes can be found in RR Engine Overhaul Process Manual No. TSD594-J, Overhaul Process 223.

Initial Inspection for RB211-22B Series Turbofan Engines

(f) For RB211-22B series turbofan engines:

(1) If an installed HP turbine disc has more than 9,500 cycles-since-new (CSN) on the effective date of this AD, then ECI the HP turbine disc by whichever is the soonest of the following conditions:

(i) Within 500 cycles from the effective date of this AD; or

(ii) At the next shop visit where the HP turbine rotor is removed from the combustor outer casing.

(2) If an installed HP turbine disc has 9,500 or fewer CSN on the effective date of this AD, then ECI the HP turbine disc by whichever is the soonest of the following conditions:

(i) Before reaching 10,000 CSN; or

(ii) At the next shop visit where the HP turbine rotor is removed from the combustor outer casing and the HP turbine disc has more than 2,750 CSN.

(3) For HP turbine rotors at shop visit and already removed from the combustor outer casing on the effective date of this AD, ECI the HP turbine disc before reinstalling the HP turbine rotor in the combustor outer casing.

Initial Inspection of RB211-524 Series Turbofan Engines

(g) For RB211-524 series turbofan engines, ECI the HP turbine disc at the soonest of the following after the effective date of the AD:

(1) At the next shop visit where the HP turbine blades are removed from the HP turbine disc and when the HP turbine disc has more than 2,750 CSN.

(2) For HP turbine rotors at shop visit and the HP turbine blades are removed from the HP turbine disc and the HP turbine disc life is more than 2,750 CSN, ECI the turbine disc before reinstalling the HP turbine blades.

Initial Inspection of RB211-535C, -535E4, -535E4-B, and -535E4-C Series Turbofan Engines

(h) For RB211-535C, -535E4, -535E4-B, and -535E4-C series turbofan engines:

(1) If an installed HP turbine disc has 17,500 or fewer CSN on the effective date of this AD, then ECI the HP turbine disc by whichever is the soonest of the following conditions:

(i) Before reaching 18,000 CSN; or

(ii) At the next shop visit where the HP turbine rotor is removed from the combustor outer casing, and the HP turbine disc has 5,000 or more CSN.

(iii) For HP turbine rotors at shop visit on the effective date of this AD that are removed from the combustor outer casing, and that have HP turbine discs with 5,000 or more CSN, ECI the HP turbine disc before reinstalling the HP turbine rotor in the combustor outer casing.

(2) If an installed HP turbine disc has more than 17,500 CSN on the effective date of this AD, then ECI the HP turbine disc by whichever is the soonest of the following conditions:

(i) Within 500 cycles from the effective date of this AD; or

(ii) At the next shop visit where the HP turbine rotor is removed from the combustor outer casing.

(iii) For HP turbine rotors at shop visit on the effective date of this AD that are removed from the combustor outer casing, ECI the HP turbine disc before reinstalling the HP turbine rotor in the combustor outer casing.

Repetitive ECI Inspections

(i) Thereafter, perform repetitive ECIs at every shop visit where the HP turbine blades are removed from the HP turbine disc. Information on ECI of HP turbine disc air cooling holes can be found in RR Engine Overhaul Process Manual No. TSD594-J, Overhaul Process 223.

(j) 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.

Previous Credit

(k) Initial inspections done before the effective date of this AD on HP turbine discs with a disc life above the minimum threshold (5,000 CSN for the RB211-535 engines and 2,750 CSN for both the RB211-524 and the RB211-22B engines) at the time of inspection, per paragraph 1.C.(2) of RR Alert Service Bulletin No. RB.211-72-AE969, comply with the initial inspection requirements specified in this AD.

(l) Initial inspections done before the effective date of this AD using the following RR Alert Service Bulletins, comply with the initial inspection requirements specified in this AD:

- (1) RB211-535 HP turbine discs per RR ASB No. RB.211-72-AE651, dated November 22, 2004.
- (2) RB211-22B HP turbine discs per RR ASB RB.211-72-AE717, dated January 21, 2005.
- (3) RB211-524 HP discs per RR ASB RB.211-72-AE718, dated January 24, 2006.

Related Information

(m) Refer to EASA AD 2006-0180, dated June 26, 2006, AD 2006-0181, dated June 26, 2006, and AD 2006-0182, dated June 28, 2006, for related information.

(n) Contact Ian Dargin, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: ian.dargin@faa.gov; telephone (781) 238-7178; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(o) None.

Issued in Burlington, Massachusetts, on September 19, 2008.

Francis A. Favara,
 Manager, Engine and Propeller Directorate, Aircraft Certification Service.
 [FR Doc. E8-22521 Filed 9-26-08; 8:45 am]



2008-21-01 Hawker Beechcraft Corporation (Formerly Raytheon Aircraft Company):
Amendment 39-15685. Docket No. FAA-2008-0976; Directorate Identifier 2008-NM-145-AD.

Effective Date

- (a) This airworthiness directive (AD) is effective October 22, 2008.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Hawker Beechcraft Corporation Model BAe.125 series 800A (including C-29A and U-125) airplanes, and Hawker Beechcraft Model Hawker 800XP airplanes, certificated in any category; having serial numbers identified in Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008.

Unsafe Condition

(d) This AD results from a report indicating that the main landing gear (MLG) casings have received improper hydrogen embrittlement relief. We are issuing this AD to prevent a fracture of the MLG casings and a collapse of the affected MLG, which could adversely affect the airplane's continued safe flight and landing.

Compliance

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

Inspection

(f) Within 30 days after the effective date of this AD, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD.

(1) Do an inspection to determine whether an MLG upper casing, having a serial number and part number identified in Table 1 of the Accomplishment Instructions of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008, is installed.

(2) Do an inspection to determine whether an MLG upper casing, having a part number and serial number identified in paragraph 1.A.(2) of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008, is installed.

Replacement

(g) If any MLG upper casing having a serial number and part number identified in Table 1 of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008, or in paragraph 1.A.(2) of the service bulletin, is found during the inspection required by paragraph (f) of this AD: Within 30 days after the effective date of this AD, replace the MLG assembly with a serviceable MLG assembly, in accordance with the Accomplishment Instructions of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008.

Actions Not Required

(h) Although the Accomplishment Instructions of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008, specify to contact the manufacturer, return spare parts to the manufacturer, and report accomplishment of the service bulletin to the manufacturer, this AD does not include those requirements.

Parts Installation

(i) As of the effective date of this AD, no person may install, on any airplane, a MLG assembly having any serial number identified in Table 1 of the Accomplishment Instructions of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008.

(j) As of the effective date of this AD, no person may install, on any airplane, a MLG assembly having any serial number and part number identified in paragraph 1.A.(2) of Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 2008.

Special Flight Permit

(k) Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), may be issued to operate the airplane to a location where the requirements of this AD can be accomplished, provided that the flight to the flight service center is at the minimum allowed weight. Concurrence by the Manager, Wichita Aircraft Certification Office (ACO), FAA, is required prior to issuance of the special flight permit.

Alternative Methods of Compliance (AMOCs)

(1)(1) The Manager, Wichita ACO, FAA, Attn: William Griffith, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4116; fax (316) 946-4107; has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

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

Material Incorporated by Reference

(m) You must use Hawker Beechcraft Mandatory Service Bulletin SB 32-3920, dated August 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 Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67206.

(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 September 20, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-23400 Filed 10-6-08; 8:45 am]



2008-21-02 Boeing: Amendment 39-15686. Docket No. FAA-2008-0147; Directorate Identifier 2007-NM-294-AD.

Effective Date

- (a) This AD becomes effective November 13, 2008.

Affected ADs

- (b) This AD supersedes AD 99-04-11.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-54-1045, dated July 25, 2007.

Unsafe Condition

(d) This AD results from reports of damaged heat insulation blankets on the engine struts. We are issuing this AD to prevent exposure of the lower surface of the strut to extreme high temperatures, consequent creation of a source of fuel ignition, and increased risk of uncontrollable fire and possible fuel tank explosion.

Compliance

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

Installation

(f) Within 60 months after the effective date of this AD, install a new heat insulation blanket, part number (P/N) S315A213-57, and a new cover plate on the left and right side engine struts in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-54-1045, dated July 25, 2007, except Figure 2 and Figure 4 of the service bulletin should show four holes on the aft edge of the heat insulation blanket instead of two. Operators should also note that on installation of the heat insulation blanket, the two inner holes on the aft edge of the heat insulation blanket are not used or filled.

Parts Installation

(g) As of the effective date of this AD, no person may install a heat insulation blanket, P/N S315A213-42 or -47, on any airplane.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Samuel Spitzer, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6510; 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.

Material Incorporated by Reference

(i) You must use Boeing Special Attention Service Bulletin 737-54-1045, dated July 25, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, 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 September 29, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-23573 Filed 10-8-08; 8:45 am]



2008-21-03 Boeing: Amendment 39-15687. Docket No. FAA-2008-0357; Directorate Identifier 2008-NM-005-AD.

Effective Date

(a) This airworthiness directive (AD) is effective November 13, 2008.

Affected ADs

(b) None.

Applicability

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

Unsafe Condition

(d) This AD results from a report of corrosion damage of the chrome runout on the head side found on all four midspar fuse pins of the nacelle strut. Additionally, a large portion of the chrome plate was missing from the corroded area of the shank. We are issuing this AD to detect and correct damage of the fuse pins of the inboard and outboard midspar fittings of the nacelle strut, which could result in reduced structural integrity of the fuse pins and consequent loss of the strut and separation of the engine from the airplane.

Compliance

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

Repetitive Inspections/Corrective Actions

(f) At the applicable time specified in paragraph 1.E., "Compliance" of Boeing Special Attention Service Bulletin 737-54-1044, dated December 10, 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 a detailed inspection for discrepancies of the fuse pins of the inboard and outboard midspar fittings of the nacelle strut by doing all the actions, including all applicable corrective actions, in accordance with the Accomplishment Instructions of the service bulletin. Do all applicable corrective actions before further flight. Repeat the inspection at the time specified in paragraph 1.E. of the service bulletin.

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Allen Rauschendorfer, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6432; 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

(h) You must use Boeing Special Attention Service Bulletin 737-54-1044, dated December 10, 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 September 29, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-23658 Filed 10-8-08; 8:45 am]



2008-21-05 Boeing: Amendment 39-15689. Docket No. FAA-2008-0302; Directorate Identifier 2007-NM-323-AD.

Effective Date

- (a) This AD becomes effective November 13, 2008.

Affected ADs

- (b) This AD supersedes AD 2005-12-14.

Applicability

(c) This AD applies to Boeing Model 767-200, -300, and -400ER series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 767-25A0395, Revision 1, dated January 25, 2007; equipped with Goodrich door-mounted escape slide/rafts having part numbers (P/N) 5A3294-1, 5A3294-2, 5A3295-1, or 5A3295-3.

Unsafe Condition

(d) This AD results from reports of uncommanded inflation inside the airplane of a door-mounted escape slide/raft located in the passenger compartment. We are issuing this AD to prevent injury to maintenance personnel, passengers, and crew during otherwise normal operating conditions and to prevent interference with evacuation of the airplane during an emergency, due to uncommanded inflation of a door-mounted escape slide/raft.

Compliance

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

Restatement of Certain Requirements of AD 2005-12-14

Inspection for Excessive Tension on the Firing Cable

(f) If any door-mounted escape slide/raft having any part number specified in paragraph (c) of this AD is installed: Within 30 days after June 30, 2005 (the effective date of AD 2005-12-14), perform a tension check on the firing cable of the slide/raft, in accordance with Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005. If no excessive tension is detected, no further action is required by this AD, except for the requirements of paragraph (i) of this AD.

Note 1: Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005, references Goodrich Alert Service Bulletin 5A3294/5A3295-25A356, dated May 11, 2005, as an additional source of service information.

Corrective Action for Excessive Tension on the Firing Cable

(g) If any excessive tension of the firing cable is detected, before further flight, do the applicable corrective actions in accordance with the Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005.

Previous Accomplishment

(h) Inspections of the firing cables for excessive tension in accordance with Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005, that were accomplished before June 30, 2005, are acceptable for compliance with the requirements of paragraph (f) of this AD, provided that any applicable corrective action was completed.

Parts Installation

(i) As of June 30, 2005, no person may install on any airplane any Goodrich door-mounted escape slide/raft having P/N 5A3294-1, 5A3294-2, 5A3295-1, or 5A3295-3, unless the tension of the firing cable has been checked and the applicable corrective action completed in accordance with Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005, or the escape slide/raft has been repacked in accordance with Goodrich Packing Instructions, Evacuation Slide/Raft, Document 501636, Revision G, dated May 16, 2005; Goodrich Packing Instructions, Evacuation Slide/Raft, LH, Document 501637, Revision E, dated May 16, 2005; or Goodrich Packing Instructions, Evacuation Slide/Raft, RH, Document 501638, Revision D, dated May 16, 2005; as applicable.

New Requirements of This AD

Modification

(j) Within 36 months after the effective date of this AD, do the applicable actions specified in paragraph (j)(1) or (j)(2) of this AD, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of the Boeing Alert Service Bulletin 767-25A0395, Revision 1, dated January 25, 2007.

(1) For Groups 1 and 2 airplanes as identified in the service bulletin: Review the airplane maintenance records to determine if Boeing Service Bulletin 767-25-0266 has been incorporated, or do a general visual inspection to determine if any door-mounted escape slide/raft having P/N 5A3294-1, 5A3294-2, 5A3295-1, or 5A3295-3 is installed, and before further flight do all the applicable corrective actions.

(2) For Groups 3, 4, 5, and 6 airplanes as identified in the service bulletin: Modify the escape slide/rafts.

Note 2: Boeing Alert Service Bulletin 767-25A0395, Revision 1, refers to Goodrich Service Bulletin 5A3294/5A3295-25-362, dated July 25, 2006, as an additional source of service information for modifying a door-mounted escape slide/raft.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Keith Ladderud, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6435; 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) AMOCs approved previously in accordance with AD 2005-12-14 are approved as AMOCs for the corresponding provisions of paragraphs (f), (g), (h), (i), and (j) of this AD.

Material Incorporated by Reference

(1) You must use Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005; and Boeing Alert Service Bulletin 767-25A0395, Revision 1, dated January 25, 2007; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-25A0395, Revision 1, dated January 25, 2007, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 30, 2005 (70 FR 34638, June 15, 2005), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-25A0390, dated May 13, 2005.

(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 September 26, 2008.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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