



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2006-20

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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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 2006-01			
2005-22-10	R	Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-24-11	COR, S 2003-09-03	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-25-01	COR	Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2005-26-07		Airbus	A318-111, A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, and A321-231
2005-26-09		Pratt & Whitney	Engine: JT9D-7R4 turbofan
2005-26-15		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-26-16	S 98-19-22	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-17		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-26-18	S 2002-01-29	Rolls-Royce Deutschland	Engine: Tay 650-15 and 651-54 turbofan
2006-01-06		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-01-51	E	Frakes Aviation	G-73
Biweekly 2006-02			
2006-01-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, AND 1125 Westwind Astra
2006-01-02		McDonnell Douglas	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30
2006-01-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, and B4-203
2006-01-04	S 94-11-03	Raytheon	DH.125, HS.125, and BH.125 series; BAe.125 Series 800A (C-29A and U-125), 800B, 1000A, 1000B; Hawker 800 (including variant U-125A), and 1000
2006-01-07		Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2006-01-08		BAE Systems (Operations) Limited	Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-01-09		BAE Systems (Operations) Limited	BAe 146-100A and -200A series
2006-01-10		Airbus	A300 B4-600, B4-600R, F4-600R series, C4-605R Variant F (collectively called A300-600 series airplanes). A310 series
2006-01-51	FR	Frakes Aviation	G-73 (Mallard) series; and G-73
2006-02-01		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2006-02-02		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-02-03		Raytheon	Hawker 800XP
2006-02-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2006-02-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-06		Airbus	A310-203, -204, and -222, A310-304, -322, -324, and -325

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

Biweekly 2006-03

2006-02-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2006-02-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-02-11		McDonnell Douglas	C-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2006-03-01		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-03-02		Dassault Aviation	Falcon 2000, Falcon 2000EX
2006-03-03		Rolls-Royce plc	Engine: RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan

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Biweekly 2006-04			
2006-03-04		McDonnell Douglas	DC-8-33, DC-8-51, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-63, DC-8-62F, DC-8-63F, DC-8-71, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2006-03-05	S 93-02-03	Short Brothers	SD3-60 SHERPA, SD3-SHERPA, and SD3-60
2006-03-06		EMBRAER	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-03-07		Fokker	F.28 Mark -700 and 0100
2006-03-09		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-10		Airbus	A318-111 and -112; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211 and -231
2006-03-11		British Aerospace	HS 748
2006-03-12		Boeing	737-100, -200, -200C, -300, -400, and -500
2006-03-13		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F and MD-10-30F, MD-11 and MD-11F
2006-03-14		Rolls-Royce plc	Engine: RB211 Trent 500 Turbofan
2006-03-16		Hamburger Flugzeugbau GmbH	HFB 320 HANSA
2006-04-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes; Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; Model A310-203, -204, -221, and -222 airplanes; and Model A310-304, -322, -324, and -325
2006-04-03		Airbus	A330-201, -202, -203, -223, and -243 airplanes; Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, and -213 airplanes; Model A340-311, -312, and -313 airplanes; Model A340-541 airplanes; and Model 340-642
2006-04-04		Meggitt	Appliance: Smoke Detectors
2006-04-05		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900)
2006-04-06	S 2000-24-02	Airbus	A318-111 and -112, 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, and -131 airplanes.
2006-04-07		BAE Systems	Bae 146 and Avro 146-RJ
2006-04-08		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes, A300 B4-605R and B4-622R airplanes, A300 F4-605R and F4-622R airplanes, and A300 C4-605R Variant F airplanes; and Airbus Model A310-304, -322, -324, and -325
2006-04-09		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes CL-600-2D15 (Regional Jet Series 705) airplanes, CL-600-2D24 (Regional Jet Series 900) airplanes.
2006-04-10		Cessna	500, 550, S550, 560, 560XL, and 750

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Biweekly 2006-05			
2000-24-03 R1 2006-04-02	R 2000-24-03	AvCraft Aerospace GmbH Embraer	328-100 EMB-135BJ, -135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-04-11 2006-04-12	S 2004-07-15 S 2004-15-03R1	Airbus General Electric Company	A321-111, -112, and -131 Engine: CF34-3A1, -3B1, CF34-1A, -3A, -3A1, -3A2, and -3B series turbofan
2006-04-13 2006-04-14 2006-05-01	COR	Gulfstream Boeing Rolls-Royce plc	GIV-X, GV-SP series 757-200, 757-300 series Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-02 2006-05-04	S 2001-10-03	Boeing General Electric Company	747-200F, 747-200C, 747-400, 747-400D, and 747-400F series Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
Biweekly 2006-06			
2006-03-09	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
2006-03-15		Boeing	747SP, 747SR, 747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series
2006-05-01	COR	Rolls-Royce plc	Engine: RB211 Trent 553-61, 556B-61, 556-61, 560-61, 553A2-61, 556A2-61, 556B2-61, 560A2-61, 768-60, 772-60, 772B-60, 892-17, 884-17, 892B-17, 895-17, 875-17, 884B-17, and 877-17 turbofan
2006-05-03		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-05-06	S 2001-14-07, 2001-15-03, and 2003-19-08	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 series
2006-05-07 2006-05-08 2006-05-09 2006-05-10		Aerospatiale Boeing Boeing BAE Systems (Operations) Limited	ATR42-200, -300, and -320 777-200 series 747-200C, -200F, -400, -400D, and -400F series BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-05-11 2006-06-03 2006-06-04	S 2004-02-07 S 93-13-07	Bombardier, Inc. Cessna McDonnell Douglas	CL-600-2B19 (Regional Jet Series 100 & 440) 500, 501, S550, 550, 551, and 560 DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC 9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), and DC-9-82 (MD-82)
2006-06-05		Boeing	720 and 720B series

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Biweekly 2006-07			
2006-05-11 R1	R 2006-05-11	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-06-07		Fokker	F.28 Mark 0070 and 0100
2006-06-08		General Electric	Engine: CF6-80C2D1F turbofan
2006-06-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-06-10		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-06-11		Boeing	747-100B SUD, 747-300, 747-400, 747-400D, and 747-200B series
2006-06-12		Aerospatiale	ATR72-101, -102, -201, -202, -211, -212, and -212A
2006-06-13		Airbus	A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2006-06-14		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-06-15		Airbus	A318-111-112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231, and -232
2006-07-01		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-07-02		Bombardier	DHC-8-301, -311, and -315
2006-07-03		Airbus	A321-111, -112, -131, A321-211 and -231
2006-07-04		Boeing	737-600, -700, -700C, -800, and -900 series
2006-07-05		Airbus	A319-131, -132, -133, A320-232, -233, A321-131, -231, and -232
2006-07-07		Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-07-08		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2006-07-09		Airbus	A318-111 -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, A321-211, -212, -213, -231 and -232
2006-07-11		McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30
2006-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-07-13		Airbus	A310, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F

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Biweekly 2006-08			
2005-05-20		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747SP, 747SR, 767-200, 767-300, 777-200, 777-300, and 777-300ER
2006-04-13 R1	R 2006-04-13	Gulfstream	GIV-X, GV-SP series
2006-07-10	S 91-09-07	Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2006-07-14		Boeing	767-200, -300, and -300F series
2006-07-16		Bombardier	DHC-8-400 series
2006-07-17		Boeing	727, 727C, 727-100, 727-100C, and 727-200 series
2006-07-18		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-07-19		Aerospatiale	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2006-07-21		Boeing	757-200, and -200PF
2006-07-22		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-07-23		Boeing	757-200, -200PF, -200CB, and -300 series
2006-07-24		Boeing	757-200 and 757-300 series
2006-07-25	S 89-14-02	McDonnell Douglas	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2006-07-26		Aerospatiale	ATR42-200, -300, -320, and -500
2006-08-02	S 2004-03-11	Boeing	747-200C and -200F series
2006-08-03		Sicma Aero Seat	Appliance: Cabin attendant seats
2006-08-04		Boeing	767-200, -300, -300F series, and 767-400ER series
2006-08-05		Fokker	F.28 Mark 0100
Biweekly 2006-09			
2006-07-07	COR	Airbus	A300 B4-600, B4-600R, F4-600R series, and C4-605R variant F
2006-08-10		General Electric	Engine: CT64-820-4 turboprop
2006-09-01	S 2005-19-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2006-09-02		Boeing	757-200 and -200PF series
2006-09-03		Boeing	727, 727C, 727-100 and 727-100C series
2006-09-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)

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Biweekly 2006-10			
2004-03-15 R1	R 2004-03-15	Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2006-09-04		Dassault Aviation	Falcon 900EX
2006-09-05		Airbus	A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-09-06	S 99-07-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SR series
2006-09-07		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-09-09		Boeing	767-200, -300, -300F, and -400ER series
2006-09-11		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -231, -232, -233; A321-111, -112, -131; A321-211 and -231
2006-09-12		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-09-13	S 95-04-11	Honeywell International Inc.	Engine: ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, and ALF502L-3 series turbofan, and ALF502R series
2006-10-01	S 2003-14-17	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-10-02		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-10-03		Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2006-10-04		Boeing	747-200B, 747-200C, 747-200F, 747-300, 747-400, and 747SP series
2006-10-05		SAAB AIRCRAFT AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2006-10-06		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2006-10-07		Hamilton Sundstrand	Propeller: 14RF-9

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-11			
2006-10-07	COR	Hamilton Sundstrand	Propeller: 14RF-9
2006-10-08	S 2002-01-15	Boeing	767-200, -300, and -300F series
2006-10-09		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-10-10		Bombardier, Inc.	BD-100-1A10
2006-10-11		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-10-12		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-10-13		Airbus	A330-223, -321, -322, and -323
2006-10-14		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30; and 717-200
2006-10-15		Learjet	45
2006-10-16	S 2002-06-02 S 2003-13-09	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 series
2006-10-17		Boeing	737-600, -700, -700C, -800, and -900 series
2006-11-01	S 2004-23-08	Airbus	A300 B4-605R, B4-622R, A300 F4-605R and F4-622R
2006-11-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-11-03		Gulfstream	GV and GV-SP series
2006-11-04	S 2005-12-07	Airbus	A318, A319, A320, and A321
2006-11-05	S 2004-01-20	Rolls-Royce plc	Engine: RB211-22B, RB211-524B, -524C2, -524D4, -524G2, -524G3, -524H, RB211-535C, and -535E series turbofan
2006-11-06		Boeing	767-200 and -300 series
2006-11-07		Raytheon	Hawker 800XP
2006-11-08	S 2002-03-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-11-09		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-11-10		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-11-11	S 2001-20-12	Boeing	757-200, -200PF, -200CB, and -300 series
2006-11-12		Boeing	767-200, -300, -300F, and -400ER series
2006-11-13		Boeing	777-200 and -300 series
Biweekly 2006-12			
2006-04-11 R1	R 2006-04-11	Airbus	A321-111, -112, and -131
2006-10-18		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2006-11-15		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-12-03		Boeing	747-100B, 747-200B, 747-200F, 747-300, 747-400, 747-400F, and 747SP series
2006-12-04		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2006-12-05	S 2004-08-03	Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 C4-605R Variant F, A300 B4-2C, B4-103, B4-203, A310-203, -204, -221, -222, A310-304, -322, -324, and -325
2006-12-06		Boeing	737-300, -400, -500, -700, -800 series, 747-400, 747-400F series, 757-200 series, 767-300 series, 777-300 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-13			
2000-11-19 R1 2006-10-01	R 2000-11-19 COR S 2003-14-17	Boeing Bombardier, Inc.	767-200 and -300 series CL-600-2B19 (Regional Jet Series 100 & 440)
2006-12-01		Airbus	A300 B4-605R, B4-622R, A300 C4-605R Variant F, A300 F4-605R, F4-622R, A310-304, -322, -324, and -325
2006-12-02		Airbus	A318, A319, A320, and A321
2006-12-08		Goodrich	Appliance: Evacuation Systems
2006-12-09	S 2004-01-07	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A series, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2006-12-10		Boeing	747-400 series
2006-12-11		Boeing	737-600, -700, -700C, -800, and -900 series
2006-12-12	S 2001-14-22	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR series
2006-12-13	S 2000-05-07	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-12-14		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2006-12-15		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2006-12-16		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, -314, and -315
2006-12-17	S 99-12-08	Boeing	737-200C series
2006-12-18		Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2006-12-19		Hamilton Sundstrand	Propeller: 14RF-19
2006-12-20		Raytheon	HS.125 series 700A, 700B, BAe.125 series 800A (including variants C-29A and U-125), 800B, 1000A, and 1000B, Hawker 800 (including variant U-125A) and 1000, Hawker 800XP
2006-12-21	S 98-20-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 400)
2006-12-22		Airbus	A320, A319 and A321
2006-12-23	S 2002-01-01	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2006-12-24	S 95-17-15	General Electric	Engine: CF6-45/-50 and CF6-80A turbofan
2006-12-26		Boeing	777-200, -300, and -300ER series
2006-13-01	S 86-17-05 R1	Boeing	727-200 series
2006-13-02		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-13-03		Boeing	757-200, -200PF, and -200CB series
2006-13-04		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-13-07	S 2000-14-12	McDonnell Douglas	MD-11 and MD-11F
2006-13-08		Airbus	A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541, and A340-642
2006-13-09		Boeing	747-400 and 747-400D series
2006-13-13		Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-14			
2006-12-08	COR	Goodrich	Appliance: Evacuation Systems
2006-13-13	COR	Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series
2006-13-16		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2006-13-17		Boeing	757-200 series
2006-13-18		McDonnell Douglas	DC-9-31, DC-9-32, DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2006-14-01		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313; A340-541 and -642
2006-14-02		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2006-14-03		Honeywell International Inc.	Engine: TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft
2006-14-06		Airbus	A300 F4-605R, F4-622R, and A300 C4-605R Variant F
Biweekly 2006-15			
2006-13-17	COR	Boeing	757-200 series
2006-14-05	S 2003-19-51	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, and 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2006-14-07	S 76-11-05 R1	Boeing	737-100, -200, and -200C series
2006-14-09		Airbus	A330-201, 202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; and A340-311, -312, and -313
2006-15-04	S 2003-26-10 and 2004-18-13	Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203; A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2006-15-05		Boeing	737-200, -300, and -400 series
2006-15-06	S 2000-23-07	Airbus	A300 B2-203 and A300 B4-203; B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, and A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2006-15-08		Honeywell International Inc.	Engine: TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR turboprop

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-16			
2006-15-09		Airbus	A300 and A310; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2006-15-10		Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, and -222; A310-304, -322, -324, and -325
2006-15-11		Construcciones Aeronauticas, S.A. (CASA)	C-212-CC
2006-15-12		Construcciones Aeronauticas, S.A. (CASA)	C-212-CC
2006-15-13		McCauley Propeller Systems	Propeller: B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0
2006-15-15		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
2006-15-16		Raytheon	400 and 400A series
2006-15-17		Fokker	F.28 Mark 0070 and 0100
2006-15-18		Boeing	737-300, -400, and -500 series; 737-600, -700, -700C, -800, and -900 series
2006-16-01	S 2006-12-19	Hamilton Sundstrand	Propeller: 14RF-19
2006-16-02		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
2006-16-03		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F
2006-16-05	S 2000-16-02R1	Pratt & Whitney	Engine: PW4164, PW4168, and PW4168A series turbofan
Biweekly 2006-17			
2006-16-06	S 2004-04-07	General Electric	Engine: CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3; CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A8, CF6-80C2A5F, CF6-80C2B1, CF6-80C2B2, CF6-80C2B4, CF6-80C2B6, CF6-80C2B1F, CF6-80C2B2F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F; CF6-80E1A2, CF6-80E1A4 turbofan
2006-16-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-16-08		Aerospatiale	ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A
2006-16-09		McDonnell Douglas	MD-90-30
2006-16-10		Boeing	747-200B, 747-200C, 747-200F, 747-300, and 747SR series
2006-16-11		Boeing	737-700 and 737-800 series
2006-16-12		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-30, DC-10-30F (KDC-10), DC-10-40, and DC-10-40F
2006-16-14		Airbus	A318, A319, A320, and A321
2006-16-15	S 2001-21-05	McDonnell Douglas	MD-10-10F and MD-10-30F; MD-11 and MD-11F
2006-16-16		Embraer	EMB-135BJ

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-18			
2006-12-26	COR	Boeing	777-200, -300, and -300ER series
2006-16-17		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-16-18		Sandel Avionics Incorporated	Appliance: Terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units
2006-17-06	S 2004-12-13	Aerospatiale	ATR42-500 and ATR72-212A
2006-17-07	S 2002-23-14	Pratt & Whitney	Engine: JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, -17AR, -209, -217, -217A, -217C, and -219 turbofan
2006-17-08		Pratt & Whitney	Engine: PW4077D, PW4084D, PW4090, and PW4090-3 turbofan
2006-17-09		Fokker Services B.V.	F27 Mark 050
2006-17-10		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2006-17-11		Boeing	767-400ER series and 777-200 and -300 series
2006-17-12	S 2004-26-03	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 turbofan
2006-17-13		RECARO Aircraft Seats GmbH & Co.	Appliance: Seats
2006-17-14	S 2006-16-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2006-17-15		McDonnell Douglas	DC-10-10 and DC-10-10F; and MD-10-10F
2006-17-16		Fokker Services B.V.	F.28 Mark 0070 and 0100
2006-17-17		Bombardier, Inc.	DHC-8-102, DHC-8-103, DHC-8-106, DHC-8-201, DHC-8-202, DHC-8-301, DHC-8-311, DHC-8-314, DHC-8-315, DHC-8-400, DHC-8-401, and DHC-8-402
2006-18-02		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2006-18-03		Embraer	EMB-145XR
2006-18-04		Bombardier, Inc.	CL-600-2B16 (CL-604); and CL-600-2B19 (Regional Jet Series 100 & 440)
2006-18-51	E	Raytheon	1900, 1900C, and 1900D
Biweekly 2006-19			
2005-24-11	COR	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2006-18-05		S 2003-09-03	McDonnell Douglas
2006-18-06		Airbus	A318, A319, A320, and A321
2006-18-07		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2006-18-08		Goodyear Aviation Tires	Appliance: tires
2006-18-09	S 2005-19-03	BAE Systems (Operations) Limited	ATP
2006-18-10		Airbus	A340-541 and -642
2006-18-11		Boeing	737-200, -300, -400, and -500 series
2006-18-12		Saab Aircraft AB	SAAB-Fairchild SF340A (SAAB/SF340A) and SAAB 340B
2006-18-13		Gulfstream	GV and GV-SP series
2006-18-14	S 2000-08-01	Rolls-Royce Deutschland	Engine: Tay 650-15 and Tay 651-54 turbofan
2006-18-17	S 2003-23-01	Boeing	747-400, 747-400D, and 747-400F series
2006-19-02	S 97-14-02	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2006-19-03		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11 and MD-11F
2006-19-04		Honeywell	Appliance: Communication (COM) unit and Mode S transponder
2006-19-06		Pratt & Whitney Canada	Engine: PW118, PW118A, PW118B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW124B, PW125B, PW127, and PW127E turboprop

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2006-20			
2006-19-07		Airbus	A330, A340-200, and A340-300
2006-19-12		Boeing	777-200 and -300 series
2006-20-01		Airbus	A310
2006-20-02	S 96-23-02	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2006-20-03		Airbus	A319, A320, and A321
2006-20-04		Bombardier, Inc.	DHC-8-102, -103, -106, DHC-8-200 and DHC-8-300 series
2006-20-05		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A series
2006-20-06		General Electric	Engine: CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan
2006-20-51	E	Boeing	777-200LR and 300ER series

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

U.S. Department
of Transportation
**Federal Aviation
Administration**



2006-19-07 Airbus: Amendment 39-14764. Docket No. FAA-2006-24793; Directorate Identifier 2006-NM-056-AD.

Effective Date

(a) This AD becomes effective October 24, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330, A340-200, and A340-300 airplanes, certificated in any category; all serial numbers; except for airplanes which have received both Airbus Modification 47249 and Airbus Modification 53383 in production.

Unsafe Condition

(d) This AD results from several reports of full or partial loss of certain blow-down panels of the wing leading edges during flight. We are issuing this AD to prevent damage to the airplane and hazards to persons or property on the ground.

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.

Replacement

(f) Within 56 months after the effective date of this AD, replace the landing assemblies of certain blow-down panels of the wing leading edges with new, improved landing assemblies; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3091 (for Model A330 airplanes) or Airbus Service Bulletin A340-57-4100 (for Model A340-200 and A340-300 airplanes), both dated October 25, 2005, as applicable.

Actions Previously Accomplished in Accordance With Alternative Service Information

(g) Actions done in accordance with Airbus Service Bulletins A330-57-3084 and A330-57-3063, or A340-57-4092 and A340-57-4071, at the revision levels specified in Table 1 of this AD, as applicable, are considered to be acceptable for compliance with the requirements of paragraph (f) of this AD. After the effective date of this AD, only Airbus Service Bulletin A330-57-3091 or A340-57-4100; both dated October 25, 2005; as applicable, may be used.

Table 1 – Alternative Service Information

Airbus Service Bulletin	Revision	Effective Date
A330-57-3063	01	July 23, 2004
A330-57-3063	Original	July 12, 2001
A330-57-3084	01	February 17, 2006
A330-57-3084	Original	December 14, 2004
A340-57-4071	02	September 10, 2004
A340-57-4071	01	July 23, 2004
A340-57-4071	Original	July 12, 2001
A340-57-4092	01	February 17, 2006
A340-57-4092	Original	December 14, 2004

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(i) The European Aviation Safety Agency airworthiness directive 2006-0048, dated February 16, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A330-57-3091, dated October 25, 2005; or Airbus Service Bulletin A340-57-4100, dated October 25, 2005; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 7, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-15330 Filed 9-18-06; 8:45 am]

AIRWORTHINESS DIRECTIVE

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2006-19-12 Boeing: Amendment 39-14769. Docket No. FAA-2005-22874; Directorate Identifier 2005-NM-173-AD.

Effective Date

- (a) This AD becomes effective October 30, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Boeing Model 777-200 and -300 series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 777-54-0021, Revision 1, dated March 16, 2006.

Unsafe Condition

(d) This AD results from a report that several discolored fairing lower webs and some damaged/deteriorated insulation blankets were found in the aft fairings of engine struts. We are issuing this AD to prevent cracking of lower webs of the aft fairings, which could result in flammable hydraulic fluid leaking onto or near an ignition source, and possibly result in an uncontrollable fire in the engine strut area.

Compliance

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

Inspection, Installation, and Replacement Actions

(f) Except as provided by paragraph (g) of this AD: Within 12 months after the effective date of this AD, do the actions specified in paragraphs (f)(1), (f)(2), (f)(3), and (f)(4) of this AD in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-54-0021, Revision 1, dated March 16, 2006.

- (1) Do a general visual inspection of the lower web of the aft fairing for any discoloration and do any related investigative action.
- (2) Do a general visual inspection of the heat shield castings for any damage (crack(s), dent(s), gouge(s), warpage, fretting, or missing/loose nutplates).
- (3) Install gap cover strips on the heat shield pans.
- (4) Replace insulation blankets on the heat shield pans with new insulation blankets.

Repair Instructions

(g) If any damage, discoloration, heat damage, or crack is found during any inspection required by this AD: Before further flight, do all applicable corrective actions in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-54-0021, Revision 1, dated March 16, 2006.

Previously Accomplished Actions

(h) Actions done before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 777-54-0021, dated June 23, 2005, are acceptable for compliance with the requirements of paragraph (f) of this AD, except where the service bulletin does not provide an International Annealed Copper Standard (ICAS) value for determining the results of the inspection for heat damage, the maximum acceptable ICAS value is 42 percent.

Alternative Methods of Compliance (AMOCs)

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

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(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

(j) You must use Boeing Special Attention Service Bulletin 777-54-0021, Revision 1, dated March 16, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 13, 2006.

Kevin M. Mullin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-8122 Filed 9-22-06; 8:45 am]

AIRWORTHINESS DIRECTIVE

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2006-20-01 Airbus: Amendment 39-14770. Docket No. FAA-2006-25421; Directorate Identifier 2006-NM-074-AD.

Effective Date

- (a) This AD becomes effective November 2, 2006.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Airbus Model A310 airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from several incidents of pitch oscillations with high vertical loads that occurred during turbulence at high altitudes. We are issuing this AD to prevent pitch oscillations during turbulence, which could result in reduced controllability of the airplane.

Compliance

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

Revision of Airplane Flight Manual (AFM)

(f) Within 10 days after the effective date of this AD, revise the Limitations section of the Airbus A310 AFM to include the information in Airbus A310 Temporary Revision (TR) 2.03.00/21, dated April 11, 2005. This may be done by inserting a copy of the TR into the AFM. When the information in the TR has been included in the general revisions of the AFM, those general revisions may be inserted into the AFM, provided the relevant information in the general revisions is identical to that in the TR.

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(h) French airworthiness directive F-2005-114, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Airbus A310 Temporary Revision 2.03.00/21, dated April 11, 2005, to the Airbus A310 Airplane Flight Manual, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 14, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-8228 Filed 9-27-06; 8:45 am]

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2006-20-02 Boeing: Amendment 39-14771. Docket No. FAA-2006-24865; Directorate Identifier 2005-NM-194-AD.

Effective Date

(a) This AD becomes effective November 2, 2006.

Affected ADs

(b) This AD supersedes AD 96-23-02.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005.

Unsafe Condition

(d) This AD results from a report of cracking discovered in a skin lap joint that was previously inspected using the eddy current method. We are issuing this AD to prevent rapid decompression of the airplane due to disbonding and subsequent cracking of the skin panels.

Compliance

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

Requirements of AD 96-23-02

Actions for Groups 1 Through 10, and 17 Through 36, as Specified in Boeing Alert Service Bulletin 747-53A2409, Revision 5

(f) For airplanes identified as Groups 1 through 10 inclusive, and 17 through 36 inclusive, in Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005: Do the inspections in paragraph (f)(1) of this AD; and do the corrective action in paragraph (f)(2) of this AD as applicable. Except as provided by paragraph (i) of this AD, do all actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996; or Revision 5, dated August 18, 2005. After the effective date of this AD, only Revision 5 of the service bulletin may be used.

(1) At the applicable time in Figures 1, 2, 18, and 20 of Revision 5 of the service bulletin, do initial and repetitive inspections of Areas 1 and 4, as applicable, to detect disbonding, corrosion, and cracking of the skin; except any inspection using Method 1 or 2 must not be accomplished before the

latest of the following, as applicable: Before the accumulation of 2,000 total flight cycles; 2,000 flight cycles since modification to the stretched upper deck (SUD) configuration; or 2,000 flight cycles since skin panel replacement in accordance with AD 90-26-10, amendment 39-6836. If inspection Method 1 or 2 is used and no disbanded doubler is found, no further action is required by this AD.

(2) If any corrosion or cracking is found during any inspection required by paragraph (f)(1) of this AD: Before further flight, except as provided by paragraph (i) of this AD, repair and do any applicable related investigative actions in accordance with the Accomplishment Instructions of Revision 5 of the service bulletin.

New Requirements of This AD

Actions for Groups 11 Through 16 as Specified in Boeing Alert Service Bulletin 747-53A2409, Revision 5 (Airplanes Added to the Applicability of This AD)

(g) For airplanes identified as Groups 11 through 16 inclusive in Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005: Do the inspections in paragraph (g)(1) of this AD; and do the corrective action in paragraph (g)(2) of this AD as applicable. Except as provided by paragraph (i) of this AD, do all actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005.

(1) At the applicable time in Figures 18 and 20 of the service bulletin, do initial inspections of Area 4 and repetitive inspections, as applicable, to detect disbonding, corrosion, and cracking of the skin, as applicable; except any inspection using Method 2 must not be accomplished before the latest of the following, as applicable: Before the accumulation of 2,000 total flight cycles; 2,000 flight cycles since modification to the SUD configuration; or 2,000 flight cycles since skin panel replacement in accordance with AD 90-26-10. If inspection Method 2 is used and no disbanded doubler is found, no further action is required by this AD.

(2) If any corrosion, disbonding, or cracking is found during any inspection required by paragraph (g)(1) of this AD, before further flight: Repair and do any applicable related investigative actions in accordance with the Accomplishment Instructions of the service bulletin.

Actions for Airplanes With Alodine-Coated Rivets for Groups 1 Through 10, and 17 Through 36 as Specified in Boeing Alert Service Bulletin 747-53A2409, Revision 5

(h) For airplanes identified as Groups 1 through 10 inclusive, and 17 through 36 inclusive, in Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005: Do the inspections in paragraph (h)(1) of this AD; and do the corrective action in paragraph (h)(2) of this AD if necessary. Except as provided by paragraph (i) of this AD, do all actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005.

(1) At the applicable time in Figures 21 and 22 of the service bulletin: Do initial and repetitive inspections of Areas 1 and 4, as applicable, to detect cracking of the skin.

(2) If any cracking is found during any inspection required by paragraph (h)(1) of this AD, before further flight: Repair in accordance with the Accomplishment Instructions of the service bulletin.

Exceptions

(i) Do all actions in accordance with the applicable service bulletin except as provided by paragraphs (i)(1), (i)(2), (i)(3), (i)(4), and (i)(5) of this AD.

(1) For the action in paragraph (f)(1) of this AD: Where Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996; and Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005; specify a compliance time after the issuance of any revision of the service bulletin, this paragraph requires compliance before the specified compliance time after November 27, 1996 (the effective date of AD 96-23-02).

(2) For the actions in paragraphs (g)(1) and (h)(1) of this AD: Where Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005, specifies a compliance time after the issuance or receipt of any revision of the service bulletin, this paragraph requires compliance before the specified compliance time after the effective date of this AD.

(3) For any repair or any inspection where Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005, specifies to contact the manufacturer for further instructions: Before further flight, repair or inspect using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(4) If corrosion is found during any inspection required by this AD, before further flight: Repair in accordance with an FAA-approved method.

(5) Where Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005, specifies that it is not necessary to count flight cycles at 2.0 psi or less cabin differential pressure, this AD does not allow for that adjustment factor.

Credit for Actions Accomplished Previously

(j) Actions done before the effective date of this AD in accordance with the service bulletins specified in Table 1 of this AD are acceptable for compliance with the corresponding requirements of paragraphs (f) and (g) of this AD.

Table 1 – Credit Service Bulletins

Service Bulletin	Revision Level	Date
Boeing Service Bulletin 747-53A2409	1	May 29, 1997
Boeing Service Bulletin 747-53A2409	2	August 6, 1998
Boeing Service Bulletin 747-53A2409	3	October 22, 1998
Boeing Service Bulletin 747-53A2409	4	February 17, 2000

Alternative Methods of Compliance (AMOCs)

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

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

(3) AMOCs approved previously in accordance with AD 96-23-02, are approved as AMOCs for the corresponding provisions of paragraph (f) of this AD, except AMOCs for terminating action based upon inspection results using a sliding probe low frequency eddy current (LFEC), sliding probe high frequency eddy current (HFEC), or mid frequency surface eddy current (MFEC) inspection methods; and provided that any alternative method for future inspections did not incorporate a sliding probe LFEC, sliding probe HFEC, or MFEC inspection methods.

(4) 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

(1) You must use Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996; or Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 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 Boeing Alert Service Bulletin 747-53A2409, Revision 5, dated August 18, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On November 27, 1996 (61 FR 57994, November 12, 1996), the Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-53A2409, dated September 26, 1996.

(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 Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 14, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-8227 Filed 9-27-06; 8:45 am]

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2006-20-03 Airbus: Amendment 39-14772. Docket No. FAA-2006-24990; Directorate Identifier 2006-NM-013-AD.

Effective Date

(a) This AD becomes effective November 2, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A319, A320, and A321 airplanes, certificated in any category; on which Airbus Modification 20233, 25902, or 24365 (installation of slide raft) has been done in production; excluding those airplanes having manufacturer's serial numbers 1794, 2155, 2195, 2204, 2231, 2239, 2244, 2246, 2247, 2252, 2254, 2255, 2257, 2259, 2261, 2263, 2267, 2273, 2274, 2275, 2278, 2280, 2282, 2284, 2286, 2288, 2297, 2301, 2307, 2310, 2314, 2327, 2369, and subsequent.

Unsafe Condition

(d) This AD results from cases of girt bar disengagement from the floor fitting during deployment tests of slide rafts at the forward passenger doors. We are issuing this AD to prevent disengagement of the telescopic girt bar from the airplane when the door is opened in emergency situations, which could result in the inability to open the passenger door and to use the escape slide/raft at that door during an emergency evacuation of the airplane.

Compliance

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

Inspection and Repair

(f) Within 200 days after the effective date of this AD, do a general visual inspection to determine if the stiff part of the girt and girt bar position of the forward left-hand and right-hand passenger doors is incorrect, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-25-1394, Revision 01, dated December 12, 2005. If the stiff part of the girt or the girt bar position is incorrect, before further flight, repair in accordance with the service bulletin.

Note 1: 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."

(g) Inspecting and repairing if necessary before the effective date of this AD in accordance with Airbus Service Bulletin A320-25-1394, dated July 23, 2004, is acceptable for compliance with the requirements of paragraph (f) of this AD.

Credit for AD 2005-23-05, Amendment 39-14363

(h) Accomplishing the actions required by paragraph (g) of AD 2005-23-05 is acceptable for compliance with the corresponding requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(j) French airworthiness directive F-2005-172, issued December 21, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use Airbus Service Bulletin A320-25-1394, Revision 01, dated December 12, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 14, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-8229 Filed 9-27-06; 8:45 am]

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2006-20-04 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-14773. Docket No. FAA-2006-24867; Directorate Identifier 2006-NM-064-AD.

Effective Date

(a) This AD becomes effective November 2, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model DHC-8-102, -103, and -106 airplanes, and Model DHC-8-200 and DHC-8-300 series airplanes, certificated in any category; as identified in Bombardier Service Bulletin 8-27-105, Revision A, dated September 13, 2005.

Unsafe Condition

(d) This AD results from reports of several failures of the elevator trim chain, due to hydrogen embrittlement. We are issuing this AD to prevent breakage of the elevator trim chain, which would prevent the actual position of the elevator trim tab from being annunciated to the flightcrew. Attempting to adjust the trim tab from the full nose up or full nose down position with a broken trim chain could result in misleading information relative to takeoff trim settings and consequent loss of control on takeoff.

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.

Temporary Amendments (TAs)

(f) Within 30 days after the effective date of this AD, revise the applicable airplane flight manual (AFM) of the affected airplanes by incorporating the information in the applicable TAs into the AFMs listed in Table 1 of this AD. This may be accomplished by inserting a copy of the applicable TA into the AFM. The copy of the TA may be removed from the AFM when a new revision of the AFM is released that incorporates material identical to the content of the TA.

Table 1 – de Havilland TAs

For Airplane Model –	Use de Havilland TA Number –	Dated –	To the de Havilland Dash 8 Model –
102	9	January 28, 2004	102 Flight Manual PSM 1-81-1A

102NS	8	January 28, 2004	102 NS Flight Manual PSM 1-81-1A
103	9	January 28, 2004	103 Flight Manual PSM 1-81-1A
103NS	8	January 28, 2004	103 NS Flight Manual PSM 1-81-1A
106	9	January 28, 2004	106 Flight Manual PSM 1-81-1A
106NS	8	January 28, 2004	106 NS Flight Manual PSM 1-81-1A
201	11	June 22, 2005	201 Flight Manual PSM 1-82-1A
201S	9	June 22, 2005	201 S Flight Manual PSM 1-82-1A
202	10	January 28, 2004	202 Flight Manual PSM 1-82-1A
202HT	8	January 28, 2004	202 HT Flight Manual PSM 1-82-1A
202S	9	June 22, 2005	202 S Flight Manual PSM 1-82-1A
301	8	January 28, 2004	301 Flight Manual PSM 1-83-1A
311	15	January 28, 2004	311 Flight Manual PSM 1-83-1A
315	9	January 28, 2004	315 Flight Manual PSM 1-83-1A

Note 1: The suffixes "NS," "S," and "HT," do not indicate separate airplane models; for example, a Model 102NS airplane is a Model 102 airplane.

Inspection and Corrective Actions

(g) Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first, perform a one-time general visual inspection for non-conforming chain links of the trim chain/chain assemblies of the elevator trim system and gust lock system and, before further flight, do the applicable corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-27-105, Revision A, dated September 13, 2005. After accomplishing the requirements of this paragraph, operators may remove the AFM revisions required by paragraph (f) of this AD from the AFM.

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."

Parts Installation

(h) As of the effective date of this AD, no person may install an elevator trim chain/chain assembly on any airplane, unless the chain links of that trim chain/chain assembly are identified with the number RC-25.

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(j) Canadian airworthiness directive CF-2005-38, dated October 25, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(k) You must use Bombardier Service Bulletin 8-27-105, Revision A, dated September 13, 2005, and the temporary amendments specified in Table 2 of this AD, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Bombardier, Inc., Bombardier Regional Aircraft Division, 123 Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Table 2 – Temporary Amendments Incorporated by Reference

de Havilland Temporary Amendment -	Dated -	To the de Havilland Dash 8 Model -
8	January 28, 2004	102 NS Flight Manual PSM 1-81-1A
8	January 28, 2004	103 NS Flight Manual PSM 1-81-1A
8	January 28, 2004	106 NS Flight Manual PSM 1-81-1A
8	January 28, 2004	202 HT Flight Manual PSM 1-82-1A
8	January 28, 2004	301 Flight Manual PSM 1-83-1A
9	January 28, 2004	102 Flight Manual PSM 1-81-1A
9	January 28, 2004	103 Flight Manual PSM 1-81-1A
9	January 28, 2004	106 Flight Manual PSM 1-81-1A
9	June 22, 2005	201 S Flight Manual PSM 1-82-1A
9	June 22, 2005	202 S Flight Manual PSM 1-82-1A
9	January 28, 2004	315 Flight Manual PSM 1-83-1A
10	January 28, 2004	202 Flight Manual PSM 1-82-1A
11	June 22, 2005	201 Flight Manual PSM 1-82-1A
15	January 28, 2004	311 Flight Manual PSM 1-83-1A

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Issued in Renton, Washington, on September 14, 2006.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 06-8226 Filed 9-27-06; 8:45 am]

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

U.S. Department
of Transportation
**Federal Aviation
Administration**



2006-20-05 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14774. Docket No. FAA-2005-22974; Directorate Identifier 2005-NM-180-AD.

Effective Date

- (a) This AD becomes effective November 2, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A series airplanes, certificated in any category, on which Modification HCM00301A or B has been done, and on which Modification HCM01698A has not been done.

Unsafe Condition

(d) This AD results from a report of chafing along the seal/fuselage contact area under the wing-to-fuselage fairing access panels on both sides of the fuselage. We are issuing this AD to detect and correct such chafing or scoring in this area, which could result in reduced structural integrity of the fuselage.

Compliance

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

Inspection

(f) Inspect, using a dial test indicator, to measure the depth of any chafing or scoring in the skin along the full length of the wing-to-fuselage fairing from forward to aft ends at the point of contact between the seal and fuselage on both sides of the fuselage, and do applicable related investigative/corrective actions in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletins ISB.53-005, Revision 2, dated February 16, 2004; and ISB.53-067, Revision 3, dated June 27, 2005; except as required by paragraph (g) of this AD. Do the inspection before the airplane accumulates 1,000 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later. Do related investigative/corrective actions and repeat the inspection to measure the chafing/scoring at the times specified in the service bulletins, as applicable, except as required in paragraph (h) of this AD.

Exceptions to and Clarification of Service Bulletin Specifications

(g) Where BAE Systems (Operations) Limited Inspection Service Bulletins ISB.53-005, Revision 2, dated February 16, 2004; and ISB.53-067, Revision 3, dated June 27, 2005; specify to contact the manufacturer for repair instructions: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; the Civil Aviation Authority (or its delegated agent); or the EASA (or its delegated agent).

(h) This AD requires corrective actions before further flight, except where corrective actions may be deferred under specific conditions in BAE Systems (Operations) Limited Inspection Service Bulletins ISB.53-005, Revision 2, dated February 16, 2004; and ISB.53-067, Revision 3, dated June 27, 2005.

(i) Although BAE Systems (Operations) Limited Inspection Service Bulletins ISB.53-005, Revision 2, dated February 16, 2004; and ISB.53-067, Revision 3, dated June 27, 2005; specify to submit certain information to the manufacturer, this AD does not include that requirement.

Credit for Earlier Accomplishment

(j) Inspections and applicable investigative and corrective actions done before the effective date of this AD are acceptable for compliance with the requirements of paragraph (f) of this AD if done in accordance with one of the service bulletin versions identified in Table 1 of this AD, as applicable. The repetitive inspection may be done within 4,000 flight cycles after the most recent inspections in accordance with both BAE Systems (Operations) Limited Inspection Service Bulletins ISB.53-005 and ISB-53-067 (any revision level).

Table 1 – Credit Service Bulletins

BAE Systems (Operations) Limited Inspection Service Bulletin	Revision level	Date
ISB.53-005	Revision 1	April 19, 1985
ISB.53-067	Revision 1	February 16, 1990
	Revision 2	February 16, 2004

Alternative Methods of Compliance (AMOCs)

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

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

Related Information

(l) British airworthiness directive G-2005-0020, dated July 6, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-005, Revision 2, dated February 16, 2004; and BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-067, Revision 3, dated June 27, 2005; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at <http://dms.dot.gov>; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the 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 15, 2006.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-8231 Filed 9-27-06; 8:45 am]

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
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U.S. Department
of Transportation
**Federal Aviation
Administration**



2006-20-06 General Electric Company: Amendment 39-14775. Docket No. FAA-2006-25896; Directorate Identifier 2006-NE-33-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective October 16, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan engines. These engines are installed on, but not limited to, Embraer ERJ 190-100-STD, ERJ 190-100-LR, and ERJ 190-100-IGW airplanes.

Unsafe Condition

(d) This AD results from three reports of release of the tripod support legs on the main fuel pump (MFP) fuel inlet strainer, leading to engine in-flight shutdown. We are issuing this AD to prevent engine in-flight shutdown due to MFP malfunctions.

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.

Removal of Main Fuel Pump Inlet Strainers

(f) Within 40 engine flight hours after the effective date of this AD, remove the MFP inlet strainer from the affected MFPs listed by serial number in paragraph D. of GE Alert Service Bulletin (ASB) No. CF34-10E S/B 73-A0011, dated September 15, 2006.

(g) Within 150 engine flight hours after the effective date of this AD, remove all other MFP inlet strainers.

(h) Install a replacement flange, part number 837683, in all MFPs as an interim repair.

(i) Remark the MFP part number from 2043M12P03 to 2043M12P04.

(j) When performing the actions in paragraphs (f), (g), (h), and (i) of this AD, use paragraphs 3.A. through 3.E.(1)(c) of the Accomplishment Instructions of GE ASB No. CF34-10E S/B 73-A0011, dated September 15, 2006.

Inspection of Main Fuel Filters

(k) Perform an initial visual inspection of the main fuel filter at the time of MFP inlet strainer removal in paragraphs (f) and (g) of this AD.

(l) Perform repetitive visual inspections of the main fuel filter within every additional 160 engine flight hours.

(m) When performing main fuel filter visual inspections in paragraphs (k) and (l) of this AD, use paragraphs 3.F.(1) through 3.F.(6) of the Accomplishment Instructions of GE ASB No. CF34-10E S/B 73-A0011, dated September 15, 2006.

Recommended Actions

(n) We recommend that operators avoid performing the actions in this AD on both engines installed on the same airplane at the same time, if at all possible.

Alternative Methods of Compliance

(o) 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

(p) Brazilian emergency airworthiness directive No. 2006-09-04, dated September 15, 2006, also addresses the subject of this AD.

Material Incorporated by Reference

(q) You must use General Electric Company Alert Service Bulletin No. CF34-10E S/B 73-A0011, dated September 15, 2006, to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Francis A. Favara,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 06-8284 Filed 9-28-06; 8:45 am]

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

www.faa.gov/aircraft/safety/alerts/

ISSUE DATE: September 30, 2006
AD 2006-20-51; Directorate Identifier 2006-NM-222-AD

Emergency airworthiness directive (AD) 2006-20-51 is sent to all owners and operators of Boeing Model 777-200LR series airplanes powered by General Electric (GE) Model GE90-110B engines, and Model 777-300ER series airplanes powered by GE Model GE90-115B engines.

Background

We have received a report of two occurrences of engine thrust rollback (reduction) during takeoff on Boeing Model 777-300ER series airplanes powered by GE Model GE90-115B engines. In both cases, only one engine was affected. The N1 (fan speed - the normal thrust setting parameter for this engine type) thrust level on the affected engine progressively dropped resulting in a thrust loss of 65 to 77 % due to an erroneous N1 command computed by the Full Authority Digital Engine Control (FADEC). In both cases, the engine recovered to the proper N1 thrust level as the airplane climbed beyond 400 feet above ground level. In one case, the operator elected to return to the departure airport after reaching cruise. In the other case, the operator continued to its destination. There were no further anomalies reported during the remainder of the flights. No flight deck messages or maintenance indications occurred as a result of the event.

Investigation indicates that these events are the results of a software algorithm in the FADEC that was introduced in software version A.0.4.5 (GE90-100 Service Bulletin 73-0021). Investigation also indicates that a dual-engine thrust rollback could occur just after V1 (takeoff decision speed after which takeoff is to proceed even after an engine failure), which would result in the airplane not having adequate thrust to safely complete the take off. A de-rated or a reduced thrust takeoff, in combination with specific ambient conditions, can result in the FADEC commanding a progressive reduction in the engine thrust. Airplane takeoffs are often performed with engine thrust levels at less than the maximum engine thrust approved for the airplane. This is done to reduce wear on the engines, increase fuel efficiency, and maximize passenger comfort. Operators are permitted to calculate airplane takeoff performance and required engine thrust using two different methods referred to as "derated takeoff thrust" (also known as fixed de-rate) and "reduced takeoff thrust" (also known as the assumed temperature method). Full-rated thrust takeoffs with the thrust levers at the full forward position are not exposed to the potential thrust rollback caused by the software anomaly described above.

A dual-engine thrust rollback, if not corrected, could result in the airplane failing to lift off before reaching the end of the runway or failing to clear obstacles below the takeoff flight path.

The FADEC software, version A.0.4.5, on certain Model 777-200LR powered by GE Model 90-110B engines is identical to that on the affected Model 777-300ER series airplanes powered by GE Model GE90-115B engines. Therefore, both of these airplane models may be subject to the same unsafe condition.

Although the software anomaly was introduced by this version of software, the affected operators have a mixed fleet of airplanes with and without the affected software version. To avoid reliance on flight crews determining which software version is installed as they operate different airplanes, we have determined that this AD should apply to all airplanes equipped with the affected engines. If operators develop an acceptable method to ensure flight crews will consistently perform the correct procedure on affected airplanes, they may request approval for an alternative method of compliance in accordance with paragraph (h) of this AD.

FAA's Determination and Requirements of this AD

We have evaluated all pertinent information and identified an unsafe condition that is likely to exist or develop on other Boeing Model 777-200LR series airplanes powered by GE Model GE90-110B engines, and Model 777-300ER series airplanes powered by GE Model GE90-115B engines of this same type design. Therefore, we are issuing this AD to prevent dual-engine thrust rollback, which could result in the airplane failing to lift off before reaching the end of the runway or failing to clear obstacles below the takeoff flight path. This AD requires revising the Airplane Flight Manual (AFM) to prohibit takeoffs at less than full-rated thrust.

Interim Action

This is considered to be interim action. The engine manufacturer has advised that it currently is developing a modification that will eliminate the unsafe condition addressed by this AD. Once this modification is developed, approved, and available, we may consider additional rulemaking.

Examining the Docket

You may examine the contents of this AD docket on the Internet at <http://dms.dot.gov> (on the next business day after we have issued the AD), or in person at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, on the plaza level of the Nassif Building, Washington, DC. The directorate identifier for this docket is 2006-NM-222-AD.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Determination of Rule's Effective Date

This emergency AD is issued under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator, and is effective immediately upon receipt.

2006-20-51 BOEING: Directorate Identifier 2006-NM-222-AD.

Effective Date

(a) Emergency airworthiness directive (AD) 2006-20-51, issued on September 30, 2006, is effective immediately upon receipt.

Affected ADs

(b) None.

Applicability

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

Table 1 – Applicability

Boeing Model	Powered By General Electric (GE) Model
(1) 777-200LR series airplanes	GE90-110B engines
(2) 777-300ER series airplanes	GE90-115B engines

Unsafe Condition

(d) This AD results from a report of two occurrences of engine thrust rollback during takeoff. The Federal Aviation Administration is issuing this AD to prevent dual-engine thrust rollback, which could result in the airplane failing to lift off before reaching the end of the runway or failing to clear obstacles below the takeoff flight path.

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.

Revision of the Airplane Flight Manual (AFM)

(f) Within 24 hours after receipt of this AD, revise the Certificate Limitations Section of the AFM to include the following statement. This may be done by inserting a copy of this AD into the AFM.

“Use of reduced thrust takeoff ratings determined by either the assumed temperature method or the fixed de-rate method or a combination of both, is prohibited. Full-rated thrust must be used for takeoff.”

Note 1: When a statement identical to that in paragraph (f) of this AD 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.

Special Flight Permit

(g) 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), are not allowed.

Alternative Methods of Compliance (AMOCs)

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

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

Contact Information

(i) For technical information about this AD, contact: Margaret Langsted, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6500; fax (425) 917-6590.

Issued in Renton, Washington, on September 30, 2006.

Original signed by:

Kalene C. Yanamura,
Acting Manager,
Transport Airplane Directorate,
Aircraft Certification Service.