



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2011-10

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

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2011-01

2010-25-06		Boeing	737-200, -300, -400, and -500 series
2010-26-05		Dassault Aviation	Falcon 10, Fan Jet Falcon, Fan Jet Falcon Series C, D, E, F, and G, Mystere-Falcon 20-C5, 20-D5, 20-E5, 20-F5, Mystere-Falcon 200, Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX
2010-26-06		Boeing	737-600, -700, -700C, -800, and -900 series
2010-26-07		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
2010-26-08		Boeing	767-200, -300, -300F, and -400ER series
2010-26-10	S 2006-05-09	Boeing	747-200C, -200F, -400, -400D, and -400F series
2010-26-12		Airbus	A321-211, -212, -231, and -232
2010-26-13		Bombardier	DHC-8-301, -311, and -315

Biweekly 2011-02

2010-02-05		Airbus	See AD
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-24-06	S 2006-12-18	Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2011-01-01	S 2008-13-15	Embraer	EMB-135BJ
2011-01-02		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, 343, A340-211, -212, -213, -311, -312, and -313
2011-01-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2011-01-06	S 2007-02-22	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-01-07		328 Support Services GmbH	328-100 and -300
2011-01-09		B/E Aerospace	Appliance: Protective breathing equipment (PBE) units
2011-01-10		Bombardier	BD-700-1A10 and BD-700-1A11
2011-01-11		Boeing	MD-90-30
2011-01-12	S 2008-21-03	Boeing	737-300, -400, and -500 series
2011-01-13		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2011-01-15		Boeing	757-200, -200CB, and -300 series
2011-01-16		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-02-01		Boeing	MD-11 and MD-11F
2011-02-03		Boeing	757-200, -200PF, -200CB, and -300 series

Biweekly 2011-03

2011-02-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2011-02-06		Boeing	767-300 series
2011-02-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-01	S 2005-25-05	Pratt & Whitney	JT8D-7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR series

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2011-04			
2011-02-07	S 2010-12-10	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, CF6-50C2-F and CF6-50C2-R
2011-03-07		Fokker Services	F.28 Mark 1000, 2000, 3000, 4000, and F.28 Mark 0100
2011-03-08		Bombardier	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2011-03-09		Boeing	MD-90-30
2011-03-10	S 2005-20-32	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-11		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, and A300 C4-605R Variant F
2011-03-12		Hawker Beechcraft	400A and 400T
2011-03-13		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-03-14		Boeing	737-100, -200, -200C, -300, -400, -500 series, and 737-400 series
2011-04-02		Hamilton Sundstrand	Propeller: 247F series
Biweekly 2011-05			
2011-03-15		Boeing	767-200, -300, -300F, and -400ER series
2011-03-16		Cessna	750
2011-04-01		Fokker	F.28 Mark 0070 and 0100
2011-04-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 and 440)
2011-04-04	S 2005-18-02	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 turbofan
2011-04-05		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642
2011-04-06		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; A340-642
2011-04-07		Fokker	F.28 Mark 0070 and 0100
2011-04-08		Learjet	45
2011-04-10	S 2009-23-10	Boeing	737-300, -400, and -500 series
2011-05-03	S 2005-06-04	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-05-04	S 2008-23-19	Boeing	757-200, -200CB, -200PF, and -300 series
2011-05-05		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
Biweekly 2011-06			
98-09-27R1		Rolls-Royce plc	Engine: RB211-Trent 768, 772, and 772B turbofan
2011-04-09		Transport Category Airplanes	Transport Category Airplanes
2011-05-10		BAE Systems (Operations) Limited	ATP, HS 748 2A and series 2B
2011-05-11	S 2007-19-19	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-05-12		Boeing	777-200, -200LR, -300, and -300ER series
2011-05-13		Saab AB, Saab Aerosystems	SAAB 2000
2011-05-14		Bombardier	DHC-8-400, -401, and -402
2011-06-04		Airbus	A330-243F

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Biweekly 2011-07			
2011-06-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2011-06-05 2011-06-08	S 2007-18-52	Boeing Bombardier	737-600, -700, -700C, -800, -900, and -900ER series CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-06-09	S 2009-11-09	Airbus	A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R; A300 F4-605R, A300 F4-622R; and A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-06-11		Rolls-Royce plc	Engine: RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan
2011-06-12 2011-07-01	S 2009-04-17	Boeing General Electric	MD-90-30 Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B
2011-07-02	S 2005-02-03	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 series turbofan
Biweekly 2011-08			
2011-07-04		Boeing	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), DC-9-32F (C9-B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2011-07-05 2011-07-06 2011-07-07 2011-07-08		Sigma Aero Seat Bombardier, Inc Fokker Services B.V. Airbus	Appliance: See AD CL-600-2B19 (Regional Jet Series 100 & 440) F.28 Mark 1000, 2000, 3000, and 4000 A340-211, -212, -213, -311, -312 and -313
2011-07-10 2011-07-11 2011-08-51	S 2010-10-18 E	Bombardier, Inc. Dassault Aviation Boeing	BD-100-1A10 (Challenger 300) Mystere-Falcon 50 737-300, -400, and -500 series
Biweekly 2011-09			
2011-07-12 2011-08-02 2011-08-03 2011-08-04		Fokker Services B.V. Fokker Services B.V. Airbus Bombardier, Inc	F.27 Mark 050 F.27 Mark 050 A340-541 and -642 CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-08-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-08-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2011-08-10	S 98-19-12	Rolls-Royce plc	Engine: RB211-Trent 768-60 and RB211-Trent 772-60 turbofan
2011-08-11 2011-08-12	S 2005-13-19	BAE Systems (Operations) Limited Airbus	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2011-09-01 2011-09-02 2011-09-03 2011-09-05 2011-09-06	S 2002-02-07	Airbus Saab AB, Saab Aerosystems Lockheed Martin Corp Boeing Airbus	A340-541, and -642 340A (SAAB/SF340A) and SAAB 340B 382, 382B, 382E, 382F, and 382G 777-200, -300, and -300ER series A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313

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Biweekly 2011-10			
2011-08-07		Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2011-09-07		Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61; RB211 Trent 768-60, 772-60, 772B-60; RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2011-09-10		Airbus	A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R airplanes, and A310-204 and -304
2011-09-11		Boeing	777-200 and -300 series
2011-09-12		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, DHC-8-401, and -402
2011-09-13		Airbus	A340-211, -212, -213, -311, -312, and -313
2011-09-14		Boeing	747-200B, -300, -400, -400D, and -400F series
2011-09-15		Boeing	777-200, -200LR, -300, and -300ER series
2011-09-17	S 2010-01-07	Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2011-09-18		Dassault Aviation	FALCON 7X
2011-10-01		Dassault Aviation	FALCON 7X
2011-10-04		Rolls-Royce plc	Engine: RB211-Trent 875-17, -Trent 877-17, -Trent 884-17, -Trent 884B-17, -Trent 892-17, -Trent 892B-17, and -Trent 895-17 turbofan



2011-08-07 Rolls-Royce plc: Amendment 39-16657. Docket No. FAA-2010-0821; Directorate Identifier 2010-NE-30-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 7, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. We are issuing this AD to prevent low-pressure (LP) compressor blades from failing due to blade root cracks, which could lead to uncontained engine failure and damage to the airplane.

Actions and Compliance

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

(1) Using the corresponding compliance threshold in Table 1 of this AD, perform an initial ultrasonic inspection (UI) of the affected LP compressor blades identified by serial number (S/N) in Appendices 3A through 3F of RR Alert Service Bulletin (ASB) No. RB.211-72-AG244, Revision 1, dated January 26, 2010.

Table 1—Initial Inspection Thresholds

Appendix Number of RR ASB No. RB.211-72-AG244, Revision 1, that Identifies Affected LP Compressor Blades by S/N	Initial Inspection Threshold (Engine Serial Numbers (ESN) Are For Reference Only)
3A	120 flight cycles after the effective date of this AD.
3B	Blades shown in RR ASB No. RB.211-72-AG244, Revision 1 as fitted to ESN 51039 - 802 flight cycles after the effective date of this AD. ESNs 51146, 51177, 51145, and 51149 – 380 flight cycles after the effective date of this AD.

3C	<p>Blades shown in RR ASB No. RB.211-72-AG244, Revision 1 as fitted to ESN 51001 and blade S/N RGG16694 - 1,680 flight cycles after the effective date of this AD.</p> <p>ESN 51145, 51149, 51150 and 51204 - 796 flight cycles after the effective date of this AD.</p> <p>ESN 51160 – 1,160 flight cycles after the effective date of this AD.</p> <p>ESN 51137 – 1,027 flight cycles after the effective date of this AD.</p>
3D	<p>Blades shown in RR ASB No. ASB RB.211-72-AG244, Revision 1 as fitted to ESN 51193 and blade S/N RGG20216 – 1,212 flight cycles after the effective date of this AD.</p> <p>ESN 51200 – 1,237 flight cycles after the effective date of this AD.</p> <p>ESN 51280 – 1,551 flight cycles after the effective date of this AD.</p>
3E	<p>Blades shown in RR ASB No. RB.211-72-AG244, Revision 1 as fitted to ESN 51004, "na" and blade S/Ns RGG12590, RGG14081, and RGG15419 - 3,433 flight cycles after the effective date of this AD.</p> <p>ESN 51156 – 1,627 flight cycles after the effective date of this AD.</p>
3F	<p>Blades shown in RR ASB No. RB.211-72-AG244, Revision 1 as fitted to ESN 51175, 51194, 51201, 51205, and 51228 - 2,042 flight cycles after the effective date of this AD.</p> <p>ESN 51264 – 4,309 flight cycles after the effective date of this AD.</p> <p>ESN 51443 – 2,636 flight cycles after the effective date of this AD.</p> <p>Blade S/N RGG15698 – 2,638 flight cycles after the effective date of this AD.</p>

(2) Thereafter, perform repetitive UIs of the affected LP compressor blades within every 100 flight cycles.

(3) Use paragraphs 3.A.(1) through 3.A.(2) of Accomplishment Instructions of RR ASB No. RB.211-72-AG244, Revision 1, dated January 26, 2010, paragraphs 1 through 3.B. of Appendix 1, and paragraphs 1 through 3.C. of Appendix 2, of that ASB, to perform the UIs.

(4) Remove blades from service before further flight that fail the inspection criteria in Appendix 1 of RR ASB No. RB.211-72-AG244, Revision 1, dated January 26, 2010.

(5) For blades that pass inspection, re-apply dry film lubricant, and install all blades in their original position.

(6) After the effective date of this AD, do not install any affected LP compressor blade unless it has passed the initial and repetitive UIs required by this AD.

Previous Credit

(f) An initial UI performed before the effective date of this AD using RR ASB No. RB.211-72-AG244, dated August 7, 2009, satisfies the initial UI requirements of this AD.

FAA AD Differences

(g) This AD differs from European Aviation Safety Agency (EASA) AD 2010-0097, dated May 26, 2010. The EASA AD uses calendar dates for initial inspection thresholds. This AD uses flight cycles.

Alternative Methods of Compliance

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

Related Information

(i) Refer to EASA AD 2010-0097, dated May 26, 2010, for related information.

(j) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: alan.strom@faa.gov; telephone (781) 238-7143; fax (781) 238-7199.

Definition

(k) For the purpose of this AD, an affected blade is a blade listed in Table 1 of this AD that has accumulated cycles within 100 cycles, of the initial inspection thresholds in Table 1 of this AD.

Material Incorporated by Reference

(l) You must use Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG244, Revision 1, dated January 26, 2010, Appendix 1, Appendix 2, and Appendices 3A through 3F of that ASB, to do the actions required by this AD.

(1) For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, DERBY, DE24 8BJ, UK; telephone 44 1332 242424; fax 44 1332 249936; e-mail: royce.com">tech.help@rolls-royce.com.

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

Issued in Burlington, Massachusetts, on April 1, 2011.

Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2011-09-07 Rolls-Royce plc (RR): Amendment 39-16669. Docket No. FAA-2010-0562; Directorate Identifier 2009-NE-29-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 7, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to RR model RB211-524G2-T-19, -524G3-T-19, -524H-T-36, and -524H2-T-19; and RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61; RB211 Trent 768-60, 772-60, 772B-60; and RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines that have a high-pressure (HP) compressor stage 1 to 4 rotor disc with a part number (P/N) listed in Table 1 of this AD. These engines are installed on, but not limited to, Boeing 747, 767, and 777 series airplanes and Airbus A330 and A340 series airplanes.

Table 1—Affected HP Compressor Stage 1 to 4 Rotor Disc P/Ns by Engine Model

Engine model	HP compressor stage 1 to 4 rotor disc P/N
(1) RB211-524G2-T-19, -524G3-T-19, -524H-T-36, and -524H2-T-19.	FW20195, FK25502, or FW23711.
(2) RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61.	FK30524.
(3) RB211 Trent 768-60, 772-60, and 772B-60.	FK22745, FK24031, FK26185, FK23313, FK25502, FK32129, FW20195, FW20196, FW20197, FW20638, or FW23711.
(4) RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17.	FK24009, FK26167, FK32580, FW11590, or FW61622.

Reason

(d) This AD results from reports that:

During manufacture of a number of HP Compressor Stage 1 and 2 discs with axial dovetail slots, anomalies at the disc post corners have been found. Fatigue crack initiation and subsequent crack propagation at the disc post may result in release of two blades and the disc post. This may potentially be beyond the containment capabilities of the engine casings. Thus, these anomalies present at the disc posts constitute a potentially unsafe condition.

We are issuing this AD to detect cracks in the high-pressure compressor (HPC) Stage 1 and 2 disc posts, which could result in failure of the disc post and release of HPC blades, release of uncontained engine debris, and damage to the airplane.

Actions and Compliance

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

(1) Clean and perform a fluorescent penetrant inspection of the HP compressor stage 1 to 4 rotor discs at the first shop visit after accumulating 1000 cycles since new on the stage 1 to 4 rotor disks or at the next shop visit after the effective date of this AD, whichever occurs later. Use paragraph 3.A through 3.E.(11) of the Accomplishment Instructions of Rolls-Royce Alert Service Bulletin (ASB) RB.211-72-AF964, Revision 1, dated June 6, 2008 to do the inspections.

(2) Thereafter at every engine shop visit, perform the inspection specified by paragraph (e)(1) of this AD.

Definitions

(f) For the purpose of this AD, an "engine shop visit" is whenever the engine high-pressure compressor module is separated from the intermediate case.

Other FAA AD Provisions

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

Related Information

(h) See European Aviation Safety Agency Airworthiness Directive 2009-0073R1, dated April 8, 2009, for related information.

(i) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: alan.strom@faa.gov; telephone (781) 238-7143; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Rolls-Royce Alert Service Bulletin RB.211-72-AF964, Revision 1, dated June 6, 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 Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011 44 1332 242424, fax: 011 44 1332 249936; e-mail: royce.com">tech.help@rolls-royce.com.

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

Issued in Burlington, Massachusetts, on April 12, 2011.
Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2011-09-10 Airbus: Amendment 39-16672. Docket No. FAA-2011-0035; Directorate Identifier 2010-NM-110-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 6, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R airplanes, and A310-204 and -304 airplanes; certificated in any category; powered by General Electric Model CF6-80C2 engines.

Subject

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

Reason

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

Airbus, in the frame of the Extended Service Goal (ESG) exercise, has demonstrated by post-certification analysis that, among the types of yokes in service, one component on the CF6-80C2 forward engine mounts (skinny cast yoke) does not meet the Design Service Goal (DSG) requirements.

This condition, if not corrected, could result in a deterioration of the structural integrity of the forward engine mount.

* * * * *

The unsafe condition is possible separation of the engine from the engine mount during flight.

Compliance

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

Inspection and Corrective Actions

(g) Within 400 flight cycles after the effective date of this AD, for each engine, inspect to determine the part number of the forward engine mounting yoke, in accordance with Airbus All Operators Telex A300-71A6029 or A310-71A2036, both dated March 30, 2010, as applicable. A

review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the yoke can be conclusively determined from that review.

(1) If the inspection required in paragraph (g) of this AD finds any mounting yoke is a skinny cast yoke having part number (P/N) 9383M43G08, 9383M43G09, 9383M43G10, or 9383M43G11, do a detailed inspection of the yoke to determine if it is ruptured, in accordance with Airbus All Operators Telex A300-71A6029 or A310-71A2036, both dated March 30, 2010, as applicable.

(i) If the mounting yoke is ruptured, before further flight, repair in accordance with a method approved by the FAA or the European Aviation Safety Agency (EASA) or its delegated agent.

(ii) If the mounting yoke is not ruptured, within 7,000 flight cycles after the effective date of this AD replace the skinny cast yoke with a forged yoke, in accordance with Airbus All Operators Telex A300-71A6029 or A310-71A2036, both dated March 30, 2010, as applicable.

(2) At the applicable time specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD, report to Airbus the findings of the inspection required by paragraph (g)(1) using Appendix 02 and Appendix 03, as applicable, of Airbus All Operators Telex A300-71A6029 or A310-71A2036, both dated March 30, 2010, as applicable. Send the report to Laure Dupland, SEEE3; Customer Services; telephone +33 (0)5 61 18 20 24; fax +33 (0)5 61 93 36 14; e-mail laure.dupland@airbus.com.

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

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

(h) Prior to or concurrent with the actions required by paragraph (g)(1)(ii) of this AD, install a redesigned forward engine mount system in accordance with the Accomplishment Instructions of GE CF6-80C2 Service Bulletin 72-0222, Revision 4, dated February 29, 2000.

(i) As of the effective date of this AD, do not install any forward engine mount skinny cast yoke having P/N 9383M43G08, 9383M43G09, 9383M43G10, or 9383M43G11, on any airplane.

FAA AD Differences

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

Other FAA AD Provisions

(j) 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information

directly to the International Branch, send it to Attn: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a

collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(k) Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0066, dated April 21, 2010; and the service information identified in table 1 of this AD; for related information.

Table 1–Service Information

Service information	Revision	Date
Airbus All Operators Telex A300-71A6029	Original	March 30, 2010
Airbus All Operators Telex A310-71A2036	Original	March 30, 2010
GE CF6-80C2 Service Bulletin 72-0222	4	February 29, 2000

Material Incorporated by Reference

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

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

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

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

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

Table 2–Material Incorporated by Reference

Service information	Revision	Date
Airbus All Operators Telex A300-71A6029, including Appendices 01, 02, 03, and 04	Original	March 30, 2010
Airbus All Operators Telex A310-71A2036, including Appendices 01, 02, 03, and 04	Original	March 30, 2010
GE CF6-80C2 Service Bulletin 72-0222	4	February 29, 2000

Issued in Renton, Washington, on April 13, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-09-11 The Boeing Company: Amendment 39-16673; Docket No. FAA-2011-0026;
Directorate Identifier 2010-NM-104-AD.

Effective Date

(a) This AD is effective June 6, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 777-200 and -300 series airplanes, certificated in any category; equipped with Pratt and Whitney engines; as identified in Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

Unsafe Condition

(e) This AD was prompted by reports of system disconnect boxes that have been contaminated with hydraulic fluid, in which one case a crack was found. We are issuing this AD to detect and correct hydraulic fluid contamination, which can cause cracking of titanium parts in the system disconnect assembly, resulting in compromise of the engine firewall. A cracked firewall can allow fire in the engine area to enter the strut and can lead to an uncontained engine strut fire if flammable fluid is present. Cracking of the disconnect box may also reduce the effectiveness of the fire extinguishing system in the engine compartment and could contribute to an uncontained engine fire. In addition, a cracked disconnect box can leak flammable fluids into the engine core, which can initiate an engine fire and lead to one or both fire conditions discussed above.

Compliance

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

Inspections and Corrective Actions

(g) Within 12 months after the effective date of this AD: Do a general visual inspection for hydraulic fluid contamination of the interior of the strut disconnect assembly, in accordance with Part 1 of the Accomplishment Instructions of Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010.

(1) For airplanes on which no hydraulic fluid contamination is found (Condition 1): Repeat the general visual inspection required by paragraph (g) of this AD thereafter at intervals not to exceed 6,000 flight cycles or 750 days, whichever occurs first.

(2) For airplanes on which hydraulic fluid contamination is found (Condition 2): Before further flight, do a detailed inspection for discrepancies (e.g., hydraulic fluid coking, heat discoloration, cracks, and etching or pitting) of the interior of the strut disconnect assembly, in accordance with Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010.

(i) For airplanes on which no discrepancy is found during the inspection required by paragraph (g)(2) of this AD (Condition 2A): Repeat the detailed inspection required by paragraph (g)(2) of this AD thereafter at intervals not to exceed 6,000 flight cycles or 750 days, whichever occurs first.

(ii) For airplanes on which hydraulic fluid coking or heat discoloration is found but no cracking, etching, or pitting is found during the inspection required by paragraph (g)(2) of this AD (Condition 2B): Do the actions required by paragraph (g)(2)(ii)(A) and (g)(2)(ii)(B) of this AD.

(A) Within 300 flight cycles after doing the inspection required by paragraph (g)(2) of this AD: Do a detailed inspection of the exterior of the strut disconnect assembly for cracks, in accordance with Part 3 of the Accomplishment Instructions of Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010; and repeat the detailed inspection thereafter at intervals not to exceed 300 flight cycles.

(B) Within 6,000 flight cycles or 750 days after hydraulic fluid coking and/or heat discoloration was found during the inspection required by paragraph (g)(2) of this AD, whichever occurs first: Replace the titanium system disconnect assembly with an Inconel system, in accordance with Part 4 of the Accomplishment Instructions of Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010.

(h) For airplanes on which any crack, etching, or pitting is found during any inspection required by paragraph (g)(2) or (g)(2)(ii)(A) of this AD (Condition 3): Before further flight, replace the titanium system disconnect assembly with an Inconel system, in accordance with Part 4 of the Accomplishment Instructions of Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010.

Optional Terminating Action

(i) Replacing the titanium system disconnect assembly with an Inconel system disconnect assembly in accordance with Part 4 of the Accomplishment Instructions of Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010, terminates the actions required by this AD.

Credit for Actions Accomplished in Accordance With Previous Service Information

(j) Actions accomplished before the effective date of this AD according to Boeing Alert Service Bulletin 777-54A0024, dated April 1, 2010, are considered acceptable for compliance with the corresponding actions specified in this AD.

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 using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

Related Information

(1) For more information about this AD, contact Kevin Nguyen, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6501; fax: 425-917-6590; e-mail: kevin.nguyen@faa.gov.

Material Incorporated by Reference

(m) You must use Boeing Service Bulletin 777-54A0024, Revision 1, dated November 4, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, 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 April 12, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-09-12 Bombardier, Inc.: Amendment 39-16674. Docket No. FAA-2010-1157; Directorate Identifier 2010-NM-137-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 6, 2011.

Affected ADs

(b) None.

Applicability

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

(1) Model DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315, serial numbers 003 through 566 inclusive.

(2) Model DHC-8-401, and -402 airplanes, serial numbers 4001, 4003, 4004, 4006, and 4008 through 4274 inclusive.

Subject

(d) Air Transport Association (ATA) of America Code 56: Windows.

Reason

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

There have been several in-service reports of finding trapped water on the bottom of the cockpit windshield frames (or lower windshield frames) that resulted in either corrosion or water ingress into the cockpit. In one occurrence, the trapped water caused severe corrosion of numerous anchor nuts that secure the windshield to the lower windshield frame, such that the intended fastening function was seriously compromised.

Corrosion of the lower windshield frames, including the anchor nuts that secure the windshield to the aircraft structure, can result in a serious structural degradation possibly leading to the loss of the windshield during flight. Also, water could leak into the cockpit and cause either a malfunction or failure of the electrical and electronics systems in the area of the cockpit instrument panels.

* * * * *

Compliance

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

Actions

(g) Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first, install a drain system in the cockpit windshield lower frames, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-53-78, Revision D, dated July 6, 2010 (for Model DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315 airplanes); or 84-53-43, dated April 27, 2010 (for Model DHC-8-401 and -402 airplanes); except where these service bulletins state to contact the manufacturer, contact the New York Aircraft Certification Office or Transport Canada Civil Aviation (TCCA) or its delegated agent. Do all applicable related investigative and corrective actions before further flight.

Credit for Actions Accomplished in Accordance With Previous Service Information

(h) For Models DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315 airplanes: Modification of the drain system is also acceptable for compliance with the requirements of paragraph (g) of this AD, if done before the effective date of this AD, in accordance with Bombardier Service Bulletin 8-53-78, dated December 23, 1999; Revision A, dated June 7, 2001; Revision B, dated May 2, 2002; or Revision C, dated April 29, 2010.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(j) Refer to MCAI Canadian Airworthiness Directive CF-2010-16, dated May 18, 2010; Bombardier Service Bulletin 8-53-78, Revision D, dated July 6, 2010; and Bombardier Service Bulletin 84-53-43, dated April 27, 2010; for related information.

Material Incorporated by Reference

(k) You must use Bombardier Service Bulletin 8-53-78, Revision D, dated July 6, 2010; or Bombardier Service Bulletin 84-53-43, dated April 27, 2010; 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., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; e-mail thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on April 12, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-09-13 Airbus: Amendment 39-16675. Docket No. FAA-2011-0383; Directorate Identifier 2010-NM-093-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 17, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category; all serial numbers except those on which Airbus Modification 49203 has been incorporated in production.

Subject

- (d) Air Transport Association (ATA) of America Code 54: Nacelles/Pylons.

Reason

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

Further to accomplishment of A340 ALI tasks 545104, which require a rototest inspection as per Non Destructive Testing Manual (NTM) 54-51-04 of engine pylon pyramid attachment areas at aft end of lower arms between Rib 1 and Rib 2 (2 fastener locations/pylon), four findings have been reported and repaired.

* * * * *

The unsafe condition is cracking, which might impact the structural integrity of the airplane.

Compliance

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

Ultrasonic Inspection

(g) At the later of the compliance times specified in paragraphs (g)(1) and (g)(2) of this AD, except as provided by paragraph (h) of this AD: Perform an ultrasonic inspection of pylon pyramid attachment areas at the aft end of the lower arms between Rib 1 and Rib 2 without fastener removal (2 fastener locations per pylon), in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-54-4010, dated July 21, 2008.

- (1) Before the accumulation of the applicable total flight cycles or total flight hours, whichever occurs first, specified in table 1 of this AD.

(2) Within 90 days after the effective date of this AD.

Table 1—Initial Inspection Compliance Times

Weight Variant	Total Flight Cycles	Total Flight Hours
000 through 004	13,000	60,000
020, 021, 023 through 026, 028 through 030, Pre 49203	11,470	77,400
027	11,000	30,000

(h) For airplanes belonging to weight variant 000 through 004 inspected before the effective date of this AD in accordance with Airworthiness Limitations Items (ALI) Task 545104-01-01, as described in Airbus A340 Airworthiness Limitations Items Document Ref: AI/SE-M4/95A.0051/97, Issue 10, dated February 1, 2007: Perform the inspection required in paragraph (g) of this AD at the compliance times specified in paragraphs (h)(1) and (h)(2) of this AD, whichever occurs later.

(1) Within 90 days after the effective date of this AD.

(2) Within 2,680 flight cycles or 19,200 flight hours, whichever occurs first, after the most recent rototest inspection done in accordance with ALI task 545104-01-01, but not to exceed the accumulation of 15,280 total flight cycles or 76,400 total flight hours, whichever occurs first.

(i) If no cracking is detected during any inspection required by paragraph (g) of this AD: Repeat the inspection required in paragraph (g) of this AD thereafter at intervals not to exceed the earlier of the applicable flight cycles or flight hours interval specified in table 2 of this AD.

Table 2 – Repetitive Inspection Interval

Weight Variant	Flight Cycles	Flight Hours
000 through 004	1,900	9,500
020, 021, 023 through 026, 028 through 030, Pre 49203	1,700	8,500
027	1,700	8,500

(j) If any crack is detected during any inspection required by this AD: Before further flight, repair the cracking using a method approved by either the Manager, International Branch, ANM 116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

FAA AD Differences

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

Other FAA AD Provisions

(k) 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue,

SW., Renton, Washington 98057-3356; telephone: 425-227-1138; fax: 425-227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(3) Special Flight Permits: 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 if any crack is detected during any inspection required by this AD.

Related Information

(1) Refer to MCAI EASA Airworthiness Directive 2008-0140, dated July 28, 2008; and Airbus Mandatory Service Bulletin A340-54-4010, dated July 21, 2008; for related information.

Material Incorporated by Reference

(m) You must use Airbus Mandatory Service Bulletin A340-54-4010, including Appendices 1, 2, and 3, dated July 21, 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 Airbus SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96; fax: +33 5 61 93 45 80; e-mail: airworthiness.A330-A340@airbus.com; Internet: <http://www.airbus.com>.

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

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

Issued in Renton, Washington, on April 15, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-09-14 The Boeing Company: Amendment 39-16676; Docket No. FAA-2010-1111;
Directorate Identifier 2010-NM-129-AD.

Effective Date

(a) This AD is effective June 6, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to The Boeing Company Model 747-200B, -300, -400, -400D, and -400F series airplanes; certificated in any category; equipped with Pratt and Whitney 4000 or General Electric CF6-80C2 series engines, as identified in Boeing Alert Service Bulletin 747-54A2232, dated April 15, 2010.

Subject

(d) Air Transport Association (ATA) of America Code 54: Nacelles/pylons.

Unsafe Condition

(e) This AD was prompted by a report that the left and right access doors of the spring beam mid-pivot bolt assembly for the No. 1 strut were inadvertently installed in the incorrect position during strut modification. The Federal Aviation Administration is issuing this AD to detect and correct incorrectly installed mid-pivot bolt assemblies on the spring beam on the outboard struts. Incorrectly installed bolt assemblies could lead to fatigue cracking and consequent fracturing of the mid-pivot bolt assembly, which could lead to loss of the spring beam load path and the possible separation of a strut and engine from the airplane during flight.

Compliance

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

Inspection To Determine if Correct Door Is Installed

(g) Within 24 months after the effective date of this AD, do an inspection to determine if the correct mid-pivot access door is installed, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2232, dated April 15, 2010.

(h) If, during the inspection required by paragraph (g) of this AD, the correct mid-pivot door is found to be installed, before further flight, install a marker on the mid-pivot access door, in

accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2232, dated April 15, 2010.

(i) If, during the inspection required by paragraph (g) of this AD, the correct mid-pivot door is not found to be installed, before further flight, do the actions required by paragraphs (i)(1), (i)(2), and (i)(3) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2232, dated April 15, 2010.

(1) Rotate the mid-pivot bolt assembly to the correct orientation and replace the mid-pivot access door with a new or serviceable mid-pivot access door.

(2) Install a marker on the mid-pivot access door.

(3) Do the actions required by paragraph (i)(3)(i) or (i)(3)(ii) of this AD.

(i) (Option 1) Do an ultrasonic inspection for cracking of the mid-pivot bolt assembly.

(A) If no cracking is found, do the actions required by paragraphs (i)(3)(i)(A)(1) and (i)(3)(i)(A)(2) of this AD.

(1) Repeat the ultrasonic inspection for cracking of the mid-pivot bolt assembly thereafter at intervals not to exceed 24 months until the action required by paragraph (i)(3)(i)(A)(2) of this AD is done.

(2) Within 60 months after the effective date of this AD, replace the mid-pivot bolt assembly with a new mid-pivot bolt assembly. Replacement terminates the repetitive inspections required by paragraph (i)(3)(i)(A)(1) of this AD.

(B) If any cracking is found, replace the mid-pivot bolt assembly with a new mid-pivot bolt assembly, before further flight.

(ii) (Option 2) Replace the mid-pivot bolt assembly with a new mid-pivot bolt assembly.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/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 the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that 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.

Related Information

(k) For more information about this AD, contact Kenneth Paoletti, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6434; fax (425) 917-6590; kenneth.paoletti@faa.gov.

Material Incorporated by Reference

(l) You must use Boeing Alert Service Bulletin 747-54A2232, dated April 15, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 747-54A2232, dated April 15, 2010, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, 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 April 15, 2011.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-09-15 The Boeing Company: Amendment 39-16677; Docket No. FAA-2010-1205; Directorate Identifier 2010-NM-146-AD.

Effective Date

- (a) This AD is effective June 6, 2011.

Affected ADs

- (b) AD 2008-11-13, Amendment 39-15536, affects this AD.

Applicability

(c) This AD applies to The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes, certificated in any category; as identified in the service information specified in paragraphs (c)(1) and (c)(2) of this AD.

- (1) Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010.
- (2) Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010.

Subject

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

Unsafe Condition

(e) This AD was prompted by fuel system reviews conducted by the manufacturer. The Federal Aviation Administration is issuing this AD to prevent potential ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

Compliance

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

Related Airworthiness Limitation

Note 1: AD 2008-11-13 requires a revision of the Airworthiness Limitations (AWLs) section of the Instructions for Continued Airworthiness to include limitations for the fuel tank systems. One of the limitations, AWL 28-AWL-18, requires a repetitive inspection of the ground fault interrupter (GFI) functions.

Installations and Software Changes

(g) For Groups 1 and 2 airplanes identified as Configuration 2 in Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010: Within 36 months after the effective date of this AD, install new panels, P301 and P302, in the main equipment center; make certain wiring changes; install new GFI relays in the P301 and P302 panels; and install new electrical load management system (ELMS) software; as applicable. Do the applicable actions in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010, except as specified in paragraph (j) of this AD.

Note 2: Boeing Service Bulletin 777-28A0039, Revision 2, dated September 20, 2010, is an additional source of guidance for installing ELMS software.

Note 3: Smiths Service Bulletin 5000ELM-28-454, dated August 13, 2007; and GE Aviation Service Bulletin 6000ELM-28-455, Revision 1, dated February 1, 2010; are additional sources of guidance for making a wiring change in the P110 and P210 panels, respectively.

(h) For Groups 1 and 2 airplanes identified as Configuration 1 in Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010: Within 36 months after the effective date of this AD, do bonding resistance measurements to verify bonding requirements as specified in Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010, are met, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010.

Replacement of GFI Relays

(i) For airplanes identified in Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010: Within 60 months after the effective date of this AD, replace 4 main tank boost pump relays in electrical load management system panels P110, P210, and P320 with new GFI relays, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010, except as specified in paragraph (j) of this AD.

Note 4: Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010, references the service bulletins identified in Table 1 of this AD as additional sources of guidance for replacing the main tank boost pump relays.

Table 1–Additional Sources of Guidance for Replacing the Main Tank Boost Pump Relays

Group number of airplanes, as identified in Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010	Panel number	Service bulletin	Revision level	Date
Group 1	P110	Smiths Service Bulletin 5000ELM-28-443	Original	August 8, 2007
Group 1	P210	Smiths Service Bulletin 6000ELM-28-444	Original	August 8, 2007
Group 1	P320	Smiths Service Bulletin 4000ELM-28-445	Original	August 8, 2007
Group 2	P110	GE Aviation Service Bulletin 5000ELM-28-446	1	January 7, 2010
Group 2	P210	Smiths Service Bulletin 6000ELM-28-447	Original	August 8, 2007
Group 2	P320	GE Aviation Service Bulletin 4000ELM-28-448	1	January 7, 2010
Group 3	P110	GE Aviation Service Bulletin 5000ELM-28-449	1	January 7, 2010
Group 3	P210	Smiths Service Bulletin 6000ELM-28-450	Original	August 8, 2007
Group 3	P320	GE Aviation Service Bulletin 4000ELM-28-451	1	January 7, 2010
Group 4	P110	Smiths Service Bulletin 5000ELM-28-463	Original	August 8, 2007
Group 4	P210	Smiths Service Bulletin 6000ELM-28-464	Original	August 8, 2007
Group 4	P320	Smiths Service Bulletin 4000ELM-28-465	Original	August 8, 2007

Optional Method To Install a Label

(j) Where Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010; and Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010: specify installing a label, an operator's equivalent procedure may be used as a method to indelibly mark the applicable service bulletin number on the panel.

Note 5: Additional guidance on indelibly marking the panel may also be found in Boeing Standard BAC5307.

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 using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be e-mailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

Related Information

(l) For more information about this AD, contact Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone: 425-917-6482; fax: 425-917-6590; e-mail: georgios.roussos@faa.gov.

Material Incorporated by Reference

(m) You must use Boeing Service Bulletin 777-28A0038, Revision 1, dated September 20, 2010; or Boeing Service Bulletin 777-28A0037, Revision 2, dated September 20, 2010; 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 Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

(3) For Smiths and GE Aviation service information identified in this AD, contact GE Aviation, Customer Support Center, 1 Neumann Way, Cincinnati, Ohio 45215; telephone 513-552-3272; e-mail cs.techpubs@ge.com; Internet <http://www.geaviation.com>.

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

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, 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 April 8, 2011.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-09-17 Airbus: Amendment 39-16679. Docket No. FAA-2011-0386; Directorate Identifier 2010-NM-115-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 17, 2011.

Affected ADs

(b) This AD supersedes AD 2010-01-07, Amendment 39-16165.

Applicability

(c) This AD applies to Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes; certificated in any category; all serial numbers.

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

Subject

(d) Air Transport Association (ATA) of America Code 05: Periodic Inspections.

Reason

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

* * * * *

The revision 01 of Airbus A340 ALS [Airworthiness Limitations section] Part 3 introduces more restrictive maintenance requirements and/or airworthiness limitations. Failure to comply with this revision constitutes an unsafe condition.

* * * * *

The unsafe condition is a safety-significant latent failure that would, in combination with one or more other specific failures or events, result in a hazardous or catastrophic failure condition.

Compliance

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

Restatement of Requirements of AD 2010-01-07, With No Changes

Revise the ALS of the Instructions for Continued Airworthiness (ICA)

(g) Unless already done, within 3 months after January 27, 2010 (the effective date of AD 2010-01-07), revise the ALS of the Instructions for Continued Airworthiness by incorporating Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, dated July 31, 2008. Accomplish the actions specified in the Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, dated July 31, 2008, at the times specified in the Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, dated July 31, 2008; and in accordance with the Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, dated July 31, 2008; except as provided by paragraphs (g)(1) and (g)(2) of this AD, and except as required by paragraph (h) of this AD.

(1) Count the associated interval for any new task from January 27, 2010, except that Airbus A340 CMR Task 212100-00001-1-C must be performed at the later of the times specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD.

(i) Before the accumulation of 2,600 total flight hours since the date of issuance of the original French airworthiness certificate or the date of issuance of the original French or EASA export certificate of airworthiness.

(ii) Within 800 flight hours or 3 months, whichever comes first, after the approval date of the Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, dated July 31, 2008.

(2) Count the associated interval for any revised task from the previous performance of the task.

(3) Doing the revision required by paragraph (g) of this AD terminates the requirements of paragraph (f) of AD 2007-05-08, Amendment 39-14969, for that airplane only.

New Requirements of This AD

Revise the Maintenance Program

(h) Within 3 months after the effective date of this AD, revise the maintenance program by incorporating Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, dated December 15, 2009. The initial compliance times for the actions specified in Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, dated December 15, 2009, are at the later of the times specified in the Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, dated December 15, 2009, or within 3 months after the effective date of this AD. Doing the revision required by this paragraph terminates the requirements of paragraph (g) of this AD for that airplane only.

No Alternative Actions, Intervals, and/or Critical Design Configuration Control Limitations (CDCCLs)

(i) After accomplishing the revision required by paragraph (h) of this AD, no alternative actions (e.g., inspections), intervals, and/or CDCCLs may be used, other than those specified in Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, dated December 15, 2009, unless the actions, intervals, and/or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) of this AD.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: Although European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0047, dated March 19,

2010, specifies both revising the maintenance program to include airworthiness limitations, and doing certain repetitive actions (e.g., inspections) and/or maintaining CDCCLs, this AD only requires the revision. Requiring a revision of the maintenance program, rather than requiring individual repetitive actions and/or maintaining CDCCLs, requires operators to record AD compliance only at the time the revision is made. Repetitive actions and/or maintaining CDCCLs specified in the airworthiness limitations must be complied with in accordance with 14 CFR 91.403(c).

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone: 425-227-1138; fax: 425-227-1149. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(k) Refer to MCAI EASA Airworthiness Directive 2010-0047, dated March 19, 2010; Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, dated July 31, 2008; and Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, dated December 15, 2009; for related information.

Material Incorporated by Reference

(l) You must use Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, including Appendices 1 and 2, dated July 31, 2008; and Airbus A340 ALS, Part 3–CMR, Revision 01, including Appendices 1 and 2, dated December 15, 2009; as applicable; to do the actions required by this AD, unless the AD specifies otherwise. (The title page of Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, including Appendices 1 and 2, dated December 15, 2009, does not specify a revision date; the revision date is specified on all other pages of this document. Only the title page and Record of Revisions specify the revision level of this document.)

(1) The Director of the Federal Register approved the incorporation by reference of Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 01, including Appendices 1 and 2, dated December 15, 2009, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The Director of the Federal Register previously approved the incorporation by reference of Airbus A340 ALS, Part 3–Certification Maintenance Requirements (CMR), Revision 00, including Appendices 1 and 2, dated July 31, 2008, on January 27, 2010 (75 FR 1538, January 12, 2010).

(3) For service information identified in this AD, contact Airbus SAS–Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96;

fax: +33 5 61 93 45 80; e-mail: airworthiness.A330-A340@airbus.com; Internet:
<http://www.airbus.com>.

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

(5) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on April 20, 2011.

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



2011-09-18 Dassault-Aviation: Amendment 39-16680. Docket No. FAA-2010-1207; Directorate Identifier 2010-NM-140-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 6, 2011.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Dassault-Aviation Model FALCON 7X airplanes, certificated in any category; except those having incorporated modification M1031.

Subject

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

Reason

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

Following investigation of an in service event, it has been determined that in case a short circuit occurs on a weight-on-wheels (WOW) proximity sensor wiring, both circuit breakers that supply power to that wiring will trip, causing simultaneous de-power of all WOW proximity sensors of that part of the system. The loss of the corresponding WOW information would lead to untimely inhibition of warnings that could compromise the pilot capacity to react to abnormal or failure landing conditions.

* * * * *

Compliance

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

Installation

- (g) Within 27 months after the effective date of this AD, or within 1,800 flight hours after the effective date of this AD, whichever occurs first, install dedicated fuses on WOW proximity sensors, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin 7X-065, dated July 24, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it 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. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(i) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0031, dated March 3, 2010; and Dassault Mandatory Service Bulletin 7X-065, dated July 24, 2009; for related information.

Material Incorporated by Reference

(j) You must use Dassault Mandatory Service Bulletin 7X-065, dated July 24, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.com>.

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

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

Issued in Renton, Washington, on April 20, 2011.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.



2011-10-01 Dassault-Aviation: Amendment 39-16682. Docket No. FAA-2010-1306; Directorate Identifier 2010-NM-112-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 9, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Dassault-Aviation Model FALCON 7X airplanes, certificated in any category, all serial numbers.

Subject

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

Reason

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

A design review has revealed a potential dormant failure of the Ram Air Turbine (RAT) heating system. If this failure occurs, it could lead to the freezing of the RAT mechanism [the potential consequence of this heater being inoperative relates primarily to generator rotor/turbine assembly rotation—either the ability to rotate or to rotate at rated RPM for a given airspeed], and the consequent * * * [non-functioning] of the RAT when needed.

* * * * *

Non-functioning of the RAT could result in insufficient electrical power to operate the fly-by-wire system, and subsequent loss of control of the airplane.

Compliance

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

Actions

(g) At the applicable times specified in paragraph (g)(1) or (g)(2) of this AD, do a functional test of the RAT heater using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its

delegated agent). Repeat the functional test of the RAT heater thereafter at the applicable time specified in paragraph (g)(1) or (g)(2) of this AD. If any functional test fails, before further flight, repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA (or its delegated agent).

(1) For Falcon 7X airplanes on which modification M0305 has not been done and on which Dassault Service Bulletin 7X-018, dated March 6, 2009, has not been done: Within 650 flight hours after the effective date of this AD, do a functional test of the RAT heater and repeat the functional test of the RAT heater thereafter at intervals not to exceed 650 flight hours.

(2) For Falcon 7X airplanes on which modification M0305 has been done or on which Dassault Service Bulletin 7X-018, dated March 6, 2009, has been done: Within 1,900 flight hours after the effective date of this AD or after modification M0305 or Dassault Service Bulletin 7X-018, dated March 6, 2009, has been done, whichever occurs later, do a functional test of the RAT heater. Repeat the functional test of the RAT heater thereafter at intervals not to exceed 1,900 flight hours.

Note 1: Additional guidance for doing the functional test of the RAT heater required by paragraph (g) of this AD can be found in Task 24-50-25-720-801, Functional Test of the RAT Heater, dated January 16, 2009, of the Dassault Falcon 7X Aircraft Maintenance Manual (AMM).

FAA AD Differences

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

(1) The MCAI provides an option of inserting the MCAI into Chapter 5-40 of the Dassault Falcon 7X AMM, pending publication of the revised Chapter 5-40 of the Dassault Falcon 7X AMM. This AD does not have that option.

(2) The MCAI requires doing the actions in accordance with Task 24-50-25-720-801 of Chapter 5-40, of the Dassault Falcon 7X AMM. However, this AD requires that the actions be done using a method approved by the FAA or EASA (or its delegated agent).

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it 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. Information may be e-mailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(i) Refer to MCAI EASA Airworthiness Directive 2010-0033, dated March 3, 2010, for related information.

Material Incorporated by Reference

(j) None.

Issued in Renton, Washington, on April 20, 2011.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2011-10-04 Rolls-Royce plc: Amendment 39-16685; Docket No. FAA-2008-1165; Directorate Identifier 2008-NE-38-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 7, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Rolls-Royce plc models RB211-Trent 875-17, -Trent 877-17, -Trent 884-17, -Trent 884B-17, -Trent 892-17, -Trent 892B-17, and -Trent 895-17 turbofan engines, with high-pressure (HP) compressor stage 1-4 shafts, part number (P/N) FK32580, installed.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. European Aviation Safety Agency (EASA) AD 2010-0087, dated May 5, 2010 (corrected May 6, 2010) states the unsafe condition is as follows:

During manufacture of high-pressure (HP) compressor stage 1 discs, a small number of parts have been rejected due to a machining defect that was found during inspection. Analysis of the possibility of less severe examples having been undetected and passed into service has concluded that action is required to reduce the risk of failure. It was therefore necessary to reduce the life limit. The HP compressor stage 1 disc is part of the HP compressor stage 1-4 shaft, P/N FK32580. We are issuing this AD to prevent failure of the HP compressor stage 1 disc, uncontained engine failure, and damage to the airplane.

Actions and Compliance

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

Multiple Flight Profile Monitoring Parts

(1) For RB211-Trent 800 series engines being monitored by "Multiple Flight Profile Monitoring," remove the HP compressor stage 1-4 shaft, P/N FK32580, before accumulating 5,580 standard duty cycles (SDC) since-new or within 960 SDC from the effective date of this AD, whichever occurs later.

Heavy Flight Profile Parts

(2) For RB211-Trent 800 series engines being monitored by "Heavy Flight Profile," remove the HP compressor stage 1-4 shaft, P/N FK32580, before accumulating 5,280 flight cycles since new or within 860 flight cycles from the effective data of this AD, whichever occurs later.

FAA Differences

(f) We have found it necessary to not incorporate the June 4, 2008 compliance date which is in EASA AD 2010-0087, dated May 5, 2010 (corrected May 6, 2010). We also updated the compliance times in the AD based on a more recent assessment of the unsafe condition.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(h) Refer to EASA Airworthiness Directive 2010-0087, dated May 5, 2010 (corrected May 6, 2010), and Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AF825, Revision 3, dated August 25, 2009 for related information. Contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ, telephone: 011-44-1332-242424; fax: 011-44-1332-245418; or e-mail via: http://www.rolls-royce.com/contact/civil_team.jsp, for a copy of this service information.

(i) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: alan.strom@faa.gov; telephone (781) 238-7143; fax (781) 238-7199, for more information about this AD.

Issued in Burlington, Massachusetts, on April 25, 2011.

Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.