



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2009-03

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 2009-01

2008-25-05	S 93-01-15	McDonnell Douglas	See AD
2008-26-04	S 2007-23-13	Cessna Aircraft Company	560
2008-26-06		Rolls-Royce Corporation	Engine: AE 3007A
2008-26-07		McDonnell Douglas	See AD
2008-26-08		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2008-26-09		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2009-01-01		CFM International, S. A	Engine: See AD

Biweekly 2009-02

No Large Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

2009-01-02		Boeing	737-600, -700, -700C, -800 and -900
2009-01-03		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402
2009-01-04		Airbus	A318, A319, A320, and A321
2009-01-07		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D24 (Regional Jet Series 900)
2009-01-10		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900)
2009-02-03		Lycoming engines, See AD	See AD



2009-01-02 Boeing: Amendment 39-15780. Docket No. FAA-2007-28283; Directorate Identifier 2006-NM-254-AD.

Effective Date

(a) This AD becomes effective February 27, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-600, -700, -700C, -800 and -900 series airplanes; certificated in any category; as identified in Boeing Special Attention Service Bulletin 737-25-1544, Revision 1, dated January 16, 2008.

Unsafe Condition

(d) This AD results from numerous reports of multiple cracks in the frame around the attachment holes of the support bracket of the air conditioning (A/C) outlet extrusion. We are issuing this AD to prevent frame cracking, which, if not corrected, could lead to a severed frame that, combined with cracking of the skin lap splice above stringer 10, could result in rapid decompression 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.

Inspections

(f) Before the accumulation of 36,000 total flight cycles, or within 72 months after the effective date of this AD, whichever occurs later, except as required by paragraph (h) of this AD: Do a general visual inspection to determine if the support brackets of the A/C outlet extrusions between body station (BS) 360 and BS 907 have two-rivet attachment fittings in accordance with Part 2 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-25-1544, Revision 1, dated January 16, 2008 ("the service bulletin"), except at the locations identified in the notes of Step 3.B.1 of Part 1 of the Accomplishment Instructions of the service bulletin.

(1) For any support bracket attached with three or more rivets: No further action is required by paragraph (f) of this AD.

(2) For any subject support bracket having a two-rivet attachment fitting: Before the accumulation of 36,000 total flight cycles, or within 72 months after the effective date of this AD, whichever occurs later, except as required by paragraph (h) of this AD, do medium- and high-frequency eddy current inspections for cracking of the frame around the attachment holes of the support bracket, in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

If any cracking is discovered, before further flight, repair the cracking in accordance with Part 3 of the Accomplishment Instructions of the service bulletin.

Modification

(g) Except as required by paragraph (h) of this AD: Before the accumulation of 36,000 total flight cycles, or within 72 months after the effective date of this AD, whichever occurs later, replace the support fittings of all A/C outlet extrusions between BS 360 and BS 907 with new, improved support fittings, in accordance with Part 4 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-25-1544, Revision 1, dated January 16, 2008.

Compliance Time for Certain Airplanes

(h) For airplanes on which Boeing Business Jet (BBJ) lower cabin altitude modification is incorporated in accordance with Supplemental Type Certificate ST01697SE: Before the accumulation of 18,000 total flight cycles, or within 72 months after the effective date of this AD, whichever occurs later, do the actions specified in paragraphs (f) and (g) of this AD.

Actions Accomplished According to Previous Issue of Service Bulletin

(i) Actions accomplished before the effective date of this AD according to Boeing Special Attention Service Bulletin 737-25-1544, dated October 4, 2006, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 917-6447; fax (425) 917-6590; has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, 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

(k) You must use Boeing Special Attention Service Bulletin 737-25-1544, Revision 1, dated January 16, 2008, 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 this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) 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>, for a copy of this service information.

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

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

Issued in Renton, Washington, on December 18, 2008.

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



2009-01-03 Bombardier, Inc. (Formerly de Havilland, Inc.): Amendment 39-15782. Docket No. FAA-2008-1083; Directorate Identifier 2008-NM-130-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective February 27, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Bombardier Model DHC-8-400, DHC-8-401, and DHC-8-402 airplanes, certificated in any category, serial numbers 4003, 4004, 4006, and 4008 through 4184 inclusive.

Subject

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

Reason

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

"There have been several cases reported where the landing gear did not retract after take-off. Subsequent investigation revealed this was caused by fatigue failure of the nose landing gear electrical harness. In conjunction with one engine being inoperable, this could, in certain operating conditions, affect continued safe flight and landing.

"This directive mandates incorporation of new weight-on-wheels (WOW) and steering harnesses that have a new conduit construction."

Actions and Compliance

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

- (1) Within 2,500 flight hours after the effective date of this AD, replace the WOW and steering harnesses by incorporating Modsum 4-126401, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-51, Revision 'B,' dated December 17, 2007.

- (2) Actions done before the effective date of this AD in accordance with Bombardier Service Bulletin 84-32-51, dated August 16, 2007; or Revision 'A,' dated August 22, 2007; are acceptable for compliance with the corresponding requirements of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, ANE-172, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Wing Chan, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7311; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2008-22, dated June 24, 2008; and Bombardier Service Bulletin 84-32-51, Revision 'B,' dated December 17, 2007; for related information.

Material Incorporated by Reference

(i) You must use Bombardier Service Bulletin 84-32-51, Revision 'B,' dated December 17, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

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

Issued in Renton, Washington, on December 28, 2008.

Linda Navarro,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-01-04 Airbus: Amendment 39-15783. Docket No. FAA-2008-0558;
Directorate Identifier 2007-NM-365-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective February 27, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Airbus Model A318, A319, A320, and A321 airplanes, certificated in any category; all certified models; all serial numbers; on which classical standby instruments have been installed per Airbus Modification 20011 or 21999 in production, or per Airbus Service Bulletin A320-34-1280 in service; excluding airplanes identified in paragraphs (c)(1) or (c)(2) of this AD.

(1) Airplanes on which ISIS equipment was installed per Airbus Modification 27620 in production or per Airbus Service Bulletin A320-34-1261 or Airbus Service Bulletin A320-34-1372 in service.

(2) Airplanes on which Airbus Modification 37329 or 37330 was installed in production or per Airbus Service Bulletin A320-33-1057 in service.

Subject

- (d) Air Transport Association (ATA) of America Code 33: Lights.

Reason

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

"Some operators have reported occurrences of loss of the AC BUS 1 with subsequent loss of the AC ESS BUS and DC ESS BUS, resulting in the loss of 5 upper Display Units and the loss of integral lighting. In this situation, flight crews[s] have reported concerns in reading the standby instruments when the DOME lights were selected to OFF.

"This situation, if not corrected, could increase the workload of the flight crew * * *.

"This Airworthiness Directive (AD) mandates the modification of the electrical supply logic by adding a back-up supply on the battery hot bus for the under glare shield flood lighting."

The unsafe condition is reduced ability of the flightcrew to maintain the safe flight and landing of the airplane in adverse operating conditions.

Actions and Compliance

(f) Unless already done, within 42 months after the effective date of this AD: Modify the electrical supply logic of the under glare shield flood lighting in accordance with the instructions given in Airbus Mandatory Service Bulletin A320-33-1057, Revision 01, dated January 31, 2008. Modifications done before the effective date of this AD in accordance with Airbus Service Bulletin A320-33-1057, dated May 11, 2007, are acceptable for compliance with the modification in this paragraph.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2141; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2007-0286, dated November 14, 2007; and Airbus Mandatory Service Bulletin A320-33-1057, Revision 01, dated January 31, 2008; for related information.

Material Incorporated by Reference

(i) You must use Airbus Mandatory Service Bulletin A320-33-1057, Revision 01, dated January 31, 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, Airworthiness Office–EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; 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 that is incorporated by reference at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

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

Issued in Renton, Washington, on December 28, 2008.

Linda Navarro,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-01-07 Bombardier, Inc. (Formerly Canadair): Amendment 39-15786. Docket No. FAA-2008-0540; Directorate Identifier 2008-NM-031-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 27, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10003 through 10169; and Model CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15025; certificated in any category.

Subject

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

Reason

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

"Bombardier Aerospace has completed a system safety review of the CL-600-2C10/CL-600-2D24 aircraft fuel system against new fuel tank safety standards, introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were assessed using Transport Canada Policy Letter No. 525-001 to determine if mandatory corrective action is required.

"This assessment showed that rupture of the fuel tank climb vent loop pipe or leakage from pipe couplings could result in fuel coming in contact with hot anti-ice ducts, creating potential fire on top of the centre fuel tank.

To correct the unsafe condition, this directive mandates the modification of the fuel tank climb vent loop by installing shrouding boots that direct leaked fuel safely overboard."

Actions and Compliance

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

(1) Within 4,500 flight hours after the effective date of this AD, modify the fuel tank climb vent loop pipes by installing shrouding boots according to the Accomplishment Instructions of Bombardier Service Bulletin 670BA-28-011, Revision C, dated June 5, 2008.

(2) Modification of the climb vent pipe prior to the effective date of this AD according to Bombardier Service Bulletin 670BA-28-011, dated November 7, 2005; Revision A, dated January 22, 2007; or Revision B, dated July 4, 2007; is acceptable for compliance with the corresponding requirements of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Richard Fiesel, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7304; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI Canadian Airworthiness Directive CF-2008-01, dated January 3, 2008; and Bombardier Service Bulletin 670BA-28-011, Revision C, dated June 5, 2008; for related information.

Material Incorporated by Reference

(i) You must use Bombardier Service Bulletin 670BA-28-011, Revision C, dated June 5, 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 Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on December 18, 2008.
Stephen P. Boyd,
Assistant Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-01-10 Bombardier, Inc. (Formerly Canadair): Amendment 39-15789. Docket No. FAA-2008-0625; Directorate Identifier 2008-NM-069-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective February 27, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Bombardier Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10004 and subsequent; Model CL-600-2D15 (Regional Jet Series 705) airplanes and Model CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15002 and subsequent; certificated in any category.

Subject

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

Reason

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

"During a pre-delivery flight of a CL-600-2C10 aircraft, the AC essential bus did not come on-line following deployment of the Air Driven Generator (ADG). Following investigation, it was determined that a specific batch of contactors in the ADG Power Center (ADGPC) is susceptible to failure due to low contact pressure. This directive mandates inspection of the ADGPC and replacement of any contactors in the suspect batch. It also prohibits future installation of ADGPCs and contactors that have not been inspected per this directive."

The unsafe condition is malfunction of the emergency AC generation and control system that supplies emergency AC power to essential flight instruments, including the flap and slat system, pitch trim system, and hydraulic pump 3B. Loss of essential flight instruments could prevent continued safe flight and landing of the airplane.

Actions and Compliance

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

(1) For Model CL-600-2C10 airplanes having serial numbers 10004 through 10265, and Model CL-600-2D15 and CL-600-2D24 airplanes having serial numbers 15002 through 15162: Within 5,000 flight hours or 24 months after the effective date of this AD, whichever occurs first, inspect for the serial number of the installed ADGPC and, as applicable, for the serial numbers of installed contactors K117, K147 and K153, in accordance with Part A of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-24-021, Revision A, dated December 11, 2006. If the serial number of the ADGPC is in the range 134 through 250, and any installed contactor has a serial number in the range 411 through 777, before further flight, replace the affected contactor in accordance with Part B of Bombardier Service Bulletin 670BA-24-021, Revision A, dated December 11, 2006.

(2) Previous inspection of the ADGPC, and replacement of contactors, before the effective date of this AD, in accordance with Bombardier Service Bulletin 670BA-24-021, dated May 30, 2005, meets the requirements of paragraphs (f)(1) of this AD if the ADGPC has not been replaced since accomplishment of Bombardier Service Bulletin 670BA-24-021, Revision A, dated December 11, 2006.

(3) A review of the aircraft maintenance records to determine the ADGPC and contactor serial numbers also meets the inspection requirements of paragraph (f)(1) of this AD.

Parts Installation

(g) As of the effective date of this AD: No replacement/spare ADGPC having part number 781GA01Y00, with a serial number in the range 134 through 250, is permitted to be installed on any aircraft, unless the ADGPC has been modified according to paragraph (f)(1) of this AD.

(h) As of the effective date of this AD: No replacement/spare ADGPC contactor having part number 995CA01Y00, with a serial number in the range 411 through 777, is permitted to be installed on any aircraft, unless the ADGPC contactor is identified with two labels, as specified in Zodiac ECE Service Bulletin 995CA01Y-24-001, dated May 3, 2005.

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 (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Wing Chan, Aerospace Engineer, Systems and Flight Test Branch, ANE-172, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7311; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(j) Refer to MCAI Canadian Airworthiness Directive CF-2008-14, dated February 19, 2008; Bombardier Service Bulletin 670BA-24-021, Revision A, dated December 11, 2006; and Zodiac ECE Service Bulletin 995CA01Y-24-001, dated May 3, 2005; for related information.

Material Incorporated by Reference

(k) You must use Bombardier Service Bulletin 670BA-24-021, Revision A, dated December 11, 2006; and Zodiac ECE Service Bulletin 995CA01Y-24-001, dated May 3, 2005; 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., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; e-mail thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on December 18, 2008.

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



2009-02-03 Precision Airmotive LLC and Bendix: Amendment 39-15793. Docket No. FAA-2008-0420; Directorate Identifier 2008-NE-10-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective February 9, 2009.

Affected ADs

- (b) This AD supersedes AD 2008-08-14, Amendment 39-15466.

Applicability

(c) This AD applies to the following reciprocating engines with a Precision Airmotive LLC, RSA-5 or RSA-10 series, or Bendix, RSA-5 or RSA-10 series, fuel injection servo, having a servo plug gasket, part number (P/N) 365533, that was installed under the fuel injection servo plug, P/N 383493, on or after August 22, 2006:

- (1) Lycoming Engines IO, (L)IO, TIO, (L)TIO, AEIO, AIO, IGO, IVO, and HIO series reciprocating engines.
- (2) Teledyne Continental Motors LTSIO-360-RB and TSIO-360-RB reciprocating engines.
- (3) Superior Air Parts, Inc. IO-360 series reciprocating engines.

(d) This AD also applies to any other Precision Airmotive LLC RSA-5 or RSA-10 series, or Bendix, RSA-5 or RSA-10 series, fuel injection servo:

- (1) That was received for installation on an engine on or after August 22, 2006 without a P/N 2577258 gasket and it does not have a letter "G" on the fuel injection servo plug, P/N 383493; or
- (2) Any fuel injection servo that the installation history is not known.

Unsafe Condition

(e) This AD results from Precision Airmotive LLC introducing the installation of a new improved servo plug gasket, P/N 2577258, to the affected Precision Airmotive LLC RSA-5 and RSA-10 series, and Bendix, RSA-5 and RSA-10 series, fuel injection servos. We are issuing this AD to prevent a lean running engine, which could result in a substantial loss of engine power and subsequent loss of control of the airplane.

Compliance

(f) You are responsible for having the actions required by this AD performed before further flight, unless the actions have already been done.

Initial Inspection

(g) Before further flight, inspect the fuel injection servo plug, P/N 383493, for looseness, by attempting to turn it by hand, while being careful not to damage the safety wire or seal. If the plug moves, it is loose.

(h) If the plug is not loose, go to paragraph (j) of this AD.

(i) If the plug is loose, do the following:

(1) Carefully cut and remove the safety wire that spans between the servo plug and regulator cover only.

(2) Remove the servo plug and gasket, P/N 365533, that is behind the plug. The gasket may be slightly stuck to the regulator cover.

(3) Examine the threads on the servo plug and regulator cover for damage. Threads should be smooth and consistent, with no burrs or chips. The servo plug outer diameter threads should also measure within 0.7419-0.7500-inch.

(4) If the threads on either the servo plug or the regulator cover are damaged, or do not measure within the limits in paragraph (i)(3) of this AD, the servo is not eligible for any installation and must be replaced before further flight.

(5) Replace the gasket, P/N 365533, with a new improved gasket, P/N 2577258.

(6) While the hex plug is removed, stamp or scribe the letter "G" onto the face of the hex plug. Information on stamping or scribing can be found in Precision Airmotive LLC Mandatory Service Bulletin (MSB) No. PRS-107 Revision 4, dated July 16, 2008.

(7) When reassembling, do not install any servo plug or regulator cover that is not eligible for installation. Install a new gasket, P/N 2577258, onto the servo plug and reassemble the servo plug to the regulator cover.

(8) Torque the servo plug to a new, higher torque of 90-100 in-lbs, to maintain the proper clamp-up force between the plug and cover.

(9) Safety wire the servo plug with 0.015 thru 0.025 inch diameter wire to the regulator cover screws. Information on properly safety wiring the plug can be found in Precision Airmotive LLC MSB No. PRS-107, Revision 4, dated July 16, 2008.

(10) Inspect all other safety wire on the servo. Replace any that are damaged.

Repetitive Inspections

(j) For servo plugs that passed inspection with a gasket, P/N 365533 installed, at every engine oil change or within every 50 hours of engine run time, whichever occurs first, repeat the inspection and remedial steps specified in paragraphs (g) through (i)(10) of this AD.

Mandatory Terminating Action

(k) By December 31, 2009, as mandatory terminating action to the repetitive inspections required by this AD, replace all servo plug gaskets, P/N 365533 that are installed on servos affected by this AD, with gasket, P/N 2577258.

(l) Use paragraphs (i)(1) through (i)(10) of this AD, to do the gasket replacements. Prohibition of Installing Gasket P/N 365533

(m) After the effective date of this AD, do not install gasket, P/N 365533, onto any fuel injection servo.

Identification of Servo Plug Gaskets

(n) Servo plug gaskets, P/N 365533, are identified as being made of either a paper or fiber material, impregnated with synthetic rubber. They are relatively flexible and have a rough surface.

(o) Servo plug gaskets, P/N 2577258, are identified as being made of metal with a coating of synthetic rubber. They are relatively rigid and have a smooth surface.

Special Flight Permits Prohibited

(p) Under 14 CFR part 39.23, we are prohibiting special flight permits.

Alternative Methods of Compliance

(q) The Manager, Seattle Aircraft Certification Office, may approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(r) For Precision Airmotive LLC, Richard Simonson, Aerospace Engineer, Propulsion Branch, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055; e-mail: Richard.simonson@faa.gov; telephone (425) 917-6507; fax (425) 917-6590.

(s) For Lycoming Engines, Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; e-mail: Norman.perenson@faa.gov; telephone (516) 228-7337; fax (516) 794-5531.

(t) For Teledyne Continental Motors, Kevin Brane, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; e-mail: kevin.brane@faa.gov; telephone (770) 703-6063; fax (770) 703-6097.

(u) For Superior Air Parts, Inc., Tausif Butt, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, Southwest Regional Headquarters, 2601 Meacham Blvd., Fort Worth, Texas 76137; e-mail: Tausif.butt@faa.gov; telephone (817) 222-5195; fax (817) 222-5785.

(v) FAA Special Airworthiness Information Bulletin NE-09-04, dated January 9, 2009, also pertains to checking servo plugs for looseness on Precision Airmotive LLC RSA-5 and RSA-10 series, and Bendix RSA-5 and RSA-10 series, earlier produced fuel injection servos, not affected by this AD.

(w) Precision Airmotive LLC MSB No. PRS-107, Revision 4, dated July 16, 2008, also pertains to the subject of this AD. Contact Precision Airmotive LLC, 14800 40th Avenue, NE., Marysville, Washington 98271; telephone (360) 651-8282; <http://www.precisionairmotive.com>, for a copy of this MSB.

Material Incorporated by Reference

(x) None.

Issued in Burlington, Massachusetts, on January 13, 2009.

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