



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2007-26**

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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 2007-01

2006-26-04		EMBRAER	EMB-145XR
2006-26-05		Fokker	F27 Mark 100, 200, 300, 400, 500, 600, and 700
2006-26-06		Boeing	777-200 and -300
2006-26-09		Boeing	737-200, -300, -400, and -500 series
2006-26-11		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-12	S 2005-06-08	Airbus	A330, A340-200, and A340-300 series

### Biweekly 2007-02

2006-17-12	COR	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C-37, and RB211-22B-02 turbofan
2006-20-14		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 STD, -200 LR, and -200 SU airplanes, and Model ERJ 190-100 STD, -100 LR, and -100 IGW
2006-26-10		Airbus	A300
2006-26-13	S 2001-24-02 and AD 2003-20-08	Boeing	See AD
2007-01-01		BAE	BAe 146-100A, -200A, and -300A series airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-01-02	S 2004-01-17	McDonnell Douglas	MD-11 and -11F
2007-01-07	S 2004-20-09	BOMBARDIER, INC	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-01-15	S 2004-25-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-02-01		Dassault	Falcon 2000EX airplanes

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<b>Biweekly 2007-03</b>			
2007-01-08		Bombardier, Inc	DHC-8-400 series
2007-01-09		Boeing	747-100B SUD, 747-200B, 747-300, 747-400, 747-400D, and 747SP series
2007-01-10	S 2004-16-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2007-01-11	S 99-08-04	Bombardier, Inc	DHC-8-100, -200 and -300 series
2007-01-12		Dassault Aviation	Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 200, Falcon 2000EX
2007-01-13		Airbus	A310-304, -308, -324, and -325
2007-01-14		Bombardier, Inc	DHC-8-400 series
2007-02-02		McDonnell Douglas	See AD
2007-02-03	S 2002-08-05	Bombardier, Inc.	DHC-8-400
2007-02-05	S 2004-23-03	Rolls-Royce plc	Engine: RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 series
2007-02-06		Pratt & Whitney	PW2037, PW2040, and PW2037M turbofan
2007-02-07		Rolls-Royce Deutschland	Engine: Dart 528, 529, 532, 535, 542, and 555 series
2007-02-09		Airbus	A310
2007-02-10		Dassault Aviation	Mystere-Falcon 900
2007-02-13		Dornier Luftfahrt GmbH	228-212
2007-02-14		Boeing	737-600, -700, -700C, -800, and -900
2007-02-15		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU
2007-02-16	S 2005-04-12	Saab	SAAB-Fairchild SF340A (SAAB/SF340A)
2007-02-18	S 2002-11-11	Boeing	767-200, -300
2007-02-19		Airbus	A300 B4-605R airplanes and Model A310-308, -324, and -325
2007-02-20		Fokker Services B.V	Model F27 Mark 050 and F.28 Mark 0070 and 0100
2007-02-21		Airbus	A300 airplanes; and Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2007-02-22		Airbus	A310
2007-02-23		Boeing	777-200, -300, and -300ER
2007-02-24		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2007-03-01		Boeing	757-200, -200PF, -200CB, and -300 series
2007-03-02		Rolls-Royce Deutschland Ltd	Engine: Tay 611-8 and Tay 620-15 turbofan
2007-03-03		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-03-04		Airbus	A330-200 and A330-300 series
2007-03-05		Gulfstream Aerospace LP	Model Gulfstream 100 airplanes; and Model Astra SPX and 1125 Westwind Astra
2007-03-07	S 2002-20-07	Boeing	737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800 and -900 series

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AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2007-04</b>			
2007-03-09		Airbus	A300 Airplanes; Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Airplanes
2007-03-10		Airbus	A300 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, A300 F4-605R, F4-622R, and C4-605R Variant F airplanes; and A310
2007-03-11		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-03-13		Rolls-Royce Deutschland Ltd	Engine: 528, 529, 532, 535, 542, and 552
2007-03-15	S 2003-02-04	CFM International	Engine: CFM56-5 and 5B series
2007-03-18		Airbus	A300 and A300-600
2007-03-19	S 2004-14-16	Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-03	S 2006-04-02	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-04-04		BAE Systems	BAE 146-100A, -200A, and -300A series airplanes; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-04-05	S 2005-13-33	Airbus	A300
2007-04-06		McDonnell Douglas	DC-8-62 and DC-8-63
2007-04-07		Bombardier, Inc.	DHC-8-400
2007-04-09		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-04-10	S 96-24-03	Boeing	747-400
2007-04-15		Sicma Aero Seat	Appliance: Passenger seat assemblies
2007-04-16		Boeing	767
2007-04-17		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, and DC-10-30F (KC-10A and KDC-10), DC-10-40 and DC-10-40F, MD-10-10F and MD-10-30F
2007-04-18		Learjet	23, 24, 24A, 24B,, 24-B-A, 24 C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 254B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A, 36, 36. 36A, 55, 55B and 55C

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<b>Biweekly 2007-05</b>			
2007-04-11	S 96-13-11	Airbus	A300 B2 and B4
2007-04-20		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, and -100 IGW
2007-04-21		Fokker	F.28 Mark 0070 and 0100
2007-04-22		Bombardier	DHC-8-102, -103, and -106 airplanes, and Model DHC-8-200 and DHC-8-300
2007-04-23	S 2004-08-01	Fokker	F.28 Mark 0070 and 0100
2007-04-24		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-04-26	S 2006-17-08	Pratt & Whitney	Engine: PW4077D, PW4084D, PW4090, and PW4090-3
2007-04-27		Fokker	F.28 Mark 1000, 2000, 3000, and 4000
2007-05-01		Construcciones Aeronauticas	C-212
2007-05-02		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 STD, -100 LR, and -100 IGW
<b>Biweekly 2007-06</b>			
2005-24-03 R1	R 2005-24-03	Boeing	737-600, -700, -700C, and -800 series
2007-05-06		McDonnell Douglas	717-200
2007-05-07		Fokker Services B.V	F.28 Mark 0070 and 0100
2007-05-08		Airbus	A330 and A340
2007-05-11	S 98-13-24	Bombardier, Inc.	CL-600-2B16 (CL-604), Model CL-600-2B19 (Regional Jet Series 100 & 440)
2007-05-12		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313
2007-05-13		Airbus	A319, A320, and A321
2007-05-14		General Electric Company	Engine: See AD
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-16	S 2007-04-51	General Electric Aircraft Engine	Engine: CF34-3A1/-3B/-3B1 turbofan
2007-05-17	S 2002-08-11	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1
2007-06-02	S 2006-07-09	Airbus	A318, A319, A320, and A321
2007-06-03		Airbus	A330
2007-06-05		Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-111, -211, -212, and -214; and A321-111, -112, -211, -212, and -213
2007-06-09	S 2005-25-03	Boeing	737-600, -700, -700C, and -800 series
2007-06-10	S 2005-15-13	Rolls Royce plc	Engine: RB211-524 series
2007-06-12	S 2005-20-07	Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343
2007-06-13		Airbus	A300 B4-605R and F4-605R, A300 B4-601, B4-603, B4-605R, and C4-605R Variant F, A310
2007-06-51	E	Boeing	737-800 series
2007-06-52	E, S 2007-06-51	Boeing	737-800 series

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<b>Biweekly 2007-07</b>			
2007-06-17		Airbus	A320 series
2007-06-18		Airbus	A318, A319, A320, and A321
2007-06-19		Bombardier, Inc.	DHC-8-102, DHC-8-103, and DHC-8-106 airplanes and Model DHC-8-200 and DHC-8-300
2007-06-53	E	Embraer	ERJ 170 and ERJ 190
2007-07-01		Airbus	A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600 series airplanes)
2007-07-02		Boeing	737-300, -400, -500, -600, -700, -800 and -900 series airplanes; and Model 757-200 and -300 series
2007-07-03		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
2007-07-04		McDonnell Douglas	MD-11 and 11F
<b>Biweekly 2007-08</b>			
2007-07-05		Boeing	777-200, -200LR, -300, and -300ER series
2007-07-07	S 2006-05-04	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1
2007-07-08	S 2002-08-51	Airbus	A300 B-2 and B-4 series
2007-07-09	S 2005-19-14	Airbus	A318, A319, A320, and A321
2007-07-10		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2007-07-11		Gulfstream Aerospace	Gulfstream 200
2007-07-12		Honeywell, Inc.	Appliance: NZ-2000 navigation computers
2007-07-13		Gulfstream Aerospace LP	Model Galaxy airplanes and Model Gulfstream 200
2007-07-14		Embraer	EMB-135BJ
2007-07-15	S 2004-09-01	Airbus	A300 B4-601, A300 B4-603, A300 B4-605R, A300 C4-605R Variant F, A310-204, and A310-304
2007-08-01	S 2005-18-01	General Electric Company	Engine: CT7-5A2/-5A3/-7A/-7A1/-9B/-9B1/-9B2/-9C/-9C3/-9D/-9D2 turboprop
2007-08-02		Hartzell Propeller Inc.	Propeller: HC-E4A-3( )/E10950( )
2007-08-05		Airbus	A330-200, A330-300, A340-200, and A340-300 series
<b>Biweekly 2007-09</b>			
2006-11-05R1	R 2006-11-05	Rolls-Royce plc	RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan
2007-07-05R1	R 2007-07-05	Boeing	777-200, -200LR, -300, and -300ER series
2007-08-09		Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-6
2007-09-03		Learjet	45
<b>Biweekly 2007-10</b>			
2007-06-52		Boeing	737-800
2007-06-53		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW
2007-09-04		Boeing	777-200, -300, and -300ER series
2007-09-09		Airbus	A330 airplanes, and Model A340-200 and -300 series
2007-10-03		Boeing	767-200 and -300 series
2007-10-04		McDonnell Douglas	Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2007-10-05		General Electric Company	Engine: GE90-110B1, -113B, and -115B series

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<b>Biweekly 2007-11</b>				
2006-24-08	COR	Pratt & Whitney Canada	Engine: PW535A turbofan	
2007-10-09		Boeing	747-400 series	
2007-10-10	S 2005-12-05	Airbus	A300-600 series	
2007-10-11		EMBRAER	EMB-145LR, -145XR, -145MP, and -135LR and EMB-135BJ	
2007-10-12		Boeing and McDonnell Douglas	737-200, -300, -400, -500, -600, -700, -800, and -900 series, 757-200 and -300 series, DC-10-10, DC-10-10F, DC-10-30, DC-10-30F, DC-10-40, MD-10-30F, MD-11, and MD-11F	
2007-10-14		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201	
2007-10-16	S 2003-07-06	British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201	
2007-11-03	S 99-21-15 S 99-12-52 S 2005-12-17	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212	
2007-11-07		Boeing	737-100, -200, -200C, -300, -400, and -500 series	
2007-11-08		Boeing	727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series	
2007-11-09		Bombardier	DHC-8-400	
2007-11-10		Fokker	F.28 Mark 0700 and 0100	
2007-11-11		S 2004-11-13	Airbus	A318, A319, A320 and A321
2007-11-13		S 2003-17-01	McDonnell Douglas	717-200
<b>Biweekly 2007-12</b>				
2007-11-12	S 98-16-06	Airbus	A310 series	
2007-11-14		EMBRAER	EMB-135BJ	
2007-11-15		McDonnell Douglas	DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, and Model MD-10-30	
2007-11-16	S 2006-04-10	McDonnell Douglas	MD-11 and MD-11F	
2007-11-17		Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 560XL, and 750	
2007-11-18		General Electric Company	Engine: CF6-50C, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2F, and CF6-50C2R turbofan	
2007-11-20		General Electric Company	CF6-80C2 series turbofan	
2007-12-01	S 98-16-05	Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -314, and -315	
2007-12-02		McDonnell Douglas	DC-8-33, -42, and -43 airplanes; Model DC-8-51, -52, -53, and -55 airplanes; Model DC-8F-54 and -55 airplanes; Model DC-8-61, -62, and -63 airplanes; Model DC-8-61F, -62F, and -63F airplanes; Model DC-8-72 airplanes; and Model DC-8-71F, -72F, and -73F	
2007-12-03		Bombardier, Inc.	DHC-8-400, DHC-8-401, and DHC-8-402	
2007-12-04		Airbus	A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; and Model A300 C4-605R Variant F	
2007-12-07		General Electric Company	Engine: CF6-80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, and -80C2B8F turbofan	
2007-12-08		S 2005-20-27	Airbus	A340-211, -212, -311, and -312
2007-12-09		General Electric Company	Engine: CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, and CF34-10E7 turbofan	

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<b>Biweekly 2007-13</b>			
2007-12-06	S 2006-23-02	Hawker Beechcraft Corporation	C90A, B200, B200C, B300, B300C
2007-12-10		Airbus	A330 and A340
2007-12-11	S 96-23-05	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, 747SR, and 747SP
2007-12-12		Dassault Aviation	Mystere-Falcon 50
2007-12-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2007-12-15	S 2006-20-06	General Electric Company	CF34-10E2A1, -10E5, -10E5A1, -10E6, -10E6A1, and -10E7 turbofan
2007-12-16		Dassault Aviation	2000EX and 900EX (version F900DX)
2007-12-17		EMBRAER	EMB-135ER, -135KE, -135KL, and -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP, EMB-135BJ
2007-12-18		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
2007-12-19		Airbus	A310 and A300-600 Series
2007-12-20		Aerospatiale	ATR42-200, -300, -320, and -500 and Model ATR72-101, -102, -201, -202, -211, -212, and -212A
2007-12-25		Gulfstream Aerospace Corporation	GIV-X, GV, and GV-SP series
2007-13-01		McDonnell Douglas	717-200
2007-13-02		McDonnell Douglas	DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-72, DC-8-72F, and DC-8-73F
2007-13-03		EMBRAER	EMB-145XR
2007-13-04	S 2002-24-52	Boeing	747-400, 747-400D, and 747-400F series
2007-13-05		Boeing	777-200, -200LR, -300, and -300ER series
2007-13-06		BAE Systems	BAe 146-100A, -200A, and -300A series airplanes, and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-13-07	S 2005-17-18	Airbus	A330 and A340
2007-13-08		Airbus	A318, A319, A320 and A321
<b>Biweekly 2007-14</b>			
2007-13-09		McDonnell Douglas	717-200
2007-13-10		McDonnell Douglas	DC-10-30 and DC-10-30F
2007-13-13		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU
<b>Biweekly 2007-15</b>			
2007-14-01		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes; and Model A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2007-14-02		Bombardier	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)
2007-14-05		Airbus	A310
2007-14-06		AEROTECHNIC Vertiebs -u. Service GmbH	Appliance: CAS67A ACAS II systems
2007-14-07		Rolls-Royce plc	Engine: RB211-524 and -535 series turbofan
2007-15-01		British Aerospace	Jetstream HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes

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### Biweekly 2007-16

2007-15-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-15-04	S 2007-06-52	Boeing	737-800 series
2007-15-05		McDonnell Douglas	DC-10-10 and DC-10-10F airplanes, Model DC-10-15 airplanes, Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes, Model DC-10-40 and DC-10-40F airplanes, Model MD-10-10F and MD-10-30F airplanes, and Model MD-11 and MD-11F A318-111 and -112 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2007-15-06		Airbus	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2007-15-07		Boeing	ATP
2007-15-08	S 2006-18-09	BAE Systems	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
2007-15-10		Boeing	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-PC, and SA227-TT
2007-16-03	S 98-19-15R1 and 2000-03-17	Aerospace LP	

### Biweekly 2007-17

2007-16-02		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343
2007-16-04		Airbus	A319-100 and Model A320-200 series
2007-16-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-16-06		Airbus	A330-200 and A330-300 series
2007-16-07		Airbus	A310-203, A310-204, A310-222, A310-304, A310-322, and A310-324
2007-16-08	S 2006-12-12	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SR
2007-16-09		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and Model ERJ 190-100 STD, -100 LR, and -100 IGW
2007-16-11		Fokker Services B.V.	F27 Mark 050
2007-16-12		Boeing	757-200, 757-300
2007-16-13	S 2005-12-04	Boeing	757-200, -200PF, and -200CB
2007-16-15		Aerospatiale	SN-601 (Corvette)
2007-16-16		Embraer	EMB-135BJ
2007-16-17	S 2005-26-17	Airbus	A300-600 and A310 series
2007-16-19		Boeing	747-200B, 747-300, and 747-400
2007-17-01	S 2005-10-16	General Electric Company	CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4/B turbofan

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2007-18</b>			
2007-07-07R1	R 2007-07-07	General Electric Company	Engine: CF34-1A, -3A, -3A1, -3A2, -3B, and -3B1 turbofan
2007-11-07	C	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2007-16-18		Boeing	767-200, -300, -300F, and -400ER series
2007-17-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2007-17-10		Embraer	EMB-135BJ
2007-17-11		McDonnell Douglas	717-200
2007-17-12		Boeing	777
2007-17-13		Boeing	747-100, -200B, -200C, and -200F series
2007-17-14		Airbus	A321
2007-17-15		Airbus	A300 series
2007-17-16		Gulfstream Aerospace LP	Galaxy airplanes and Model Gulfstream 200
2007-17-17		Learjet	31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C airplanes, and Model 45
2007-17-18		McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes, and Model MD-88
2007-17-19		McDonnell Douglas	MD090-30
2007-17-21		Pratt & Whitney	Engine; JT9D-7R4G2, -7R4E1, -7R4E4, and -7R4H1 series
2007-18-01		Airbus	A330, A340-200, -300, and A340-500, -600
2007-18-02		Airbus	A300
2007-18-03		Boeing	737-300, -400, and -500
2007-18-04	S 2007-12-10	Airbus	A330 and A340
2007-18-06		Pratt & Whitney	See AD
2007-18-51	E	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2007-18-52	E, S 2007-18-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER

### Biweekly 2007-19

2007-18-08	S 2005-18-14	Avions Marcel Dassault-Breguet Aviation	Falcon 10
2007-18-09	S 2005-24-06	Airbus	A318, A319, A320, and A321
2007-18-10		General Electric Company	Engine: CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4/B
2007-19-02		McDonnell Douglas	MD-11, MD-11F, DC-10-30 and DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, and MD-10-30F
2007-19-03		McDonnell Douglas	717-200

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2007-20</b>			
2007-15-10	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2007-18-52	FR, S 2007-18-51	Boeing	737-600, -700, -700C, -800, -900, and -900ER
2007-19-04		Airbus	A300F4-605R and A300F4-622R
2007-19-06		General Electric Company	Engine: CF6-45A, 45A2, -50A, -50C, -50CA, -50C1, -50C2, -50C2B, -50C2D, -50C2F, -50C2R, -50E, -50E1, -50E2, and -50E2B
2007-19-10		Rolls-Royce plc	Engine: RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, and 560A2-61
2007-19-08		Airbus	A310-300 and A300-600R
2007-19-12		SICMA Aero Seat	Appliance: SICMA Aero Seat 50XXX passenger seats
2007-19-13		B/E Aerospace	Appliance: Skyluxe II (AA2) passenger seats
2007-19-15		McDonnell Douglas	MD-10-10F and MD-10-30F airplanes, and Model MD-11 and MD-11F airplanes.
2007-19-16		Boeing	747
2007-19-17		McDonnell Douglas	MD-11 and MD-11F, DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2007-19-19	S 2001-15-02	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-20-01		Boeing	747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SP
2007-20-02		Viking Air Limited	DHC-7-1, DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103
2007-20-03		Airbus	A300-600
<b>Biweekly 2007-21</b>			
2007-19-10	COR	Rolls-Royce pl	Engine: RB211 Trent 553-61, 556-61, 556B-61, 560-61, 553A2-61, 556A2-61, 556B2-61, and 560A2-61 turbofan
2007-20-04		Airbus	A300 and A310
2007-20-05	S2004-03-06 and 2005-02-09	Airbus	A318-111, A318-112, A319, A320, and A321
2007-20-06		Saab	2000
2007-21-04		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2007-21-05		International Aero Engines	Engine: V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, and V2528-D5
2007-21-06		General Electric Company	Engine: CF6-80C2A5F

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2007-22</b>			
2007-19-07		Boeing	757-200, -200PF, and -200CB series
2007-21-03		Airbus	A300-600 series airplanes; and Model A310 series
2007-21-07		Airbus	A310
2007-21-08		Hawker Beechcraft Corporation	800XP
2007-21-12		Embraer	EMB-135BJ
2007-21-13		Boeing	See AD
2007-21-14		Airbus	A310
2007-21-15		Boeing	707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400
2007-21-16		Bombardier, Inc	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2007-21-17		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-21-18		McDonnell Douglas	DC-8-53, DC-8-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, DC-8-73F, DC-8F-54, and DC-8F-55
2007-22-03		Airbus	A300
2007-22-04		Airbus	A330
2007-22-05		Airbus	A300-600
2007-22-06		Fokker Services B.V	F.28 Mark 0070 and 0100
2007-22-07		General Electric Company	Engine: CF6-80C2D1F turbofan
2007-22-08		Rolls-Royce plc	Engine: RB211 Trent 768-60, 772-60, 772B-60, and 772C-60
<b>Biweekly 2007-23</b>			
2007-22-09		Bombardier, Inc	DHC-8-400
2007-22-10	S 2007-03-04	Airbus	A330-200, A330-300, A340-200, A340-300, A340-500, and A340-600
2007-23-01	S 2006-12-08	Goodrich Evacuation Systems	Appliance: Goodrich Evacuation Systems
2007-23-02		Airbus	A330-200 and -300 series airplanes and Model A340-200
2007-23-03		Fokker	F.28 Mark 0070 and 0100
2007-23-04		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2007-23-05		Saab	SAAB 2000
<b>Biweekly 2007-24</b>			
2007-22-04	COR	Airbus	A330
2007-22-10	COR	Airbus	A330-200, A330-300, A340-200, A340-300, A340-500, and A340-600
2007-23-08		Boeing	747-400, 747-400D, 747-400F, 757-200, 767-200, 767-300, and 767-300F
2007-23-09		Boeing	767-200, -300, and -300F
2007-23-10		Boeing	737-600, -700, -700C, -800 and -900
2007-23-11		Boeing	777-200, -200LR, -300, and -300ER
2007-23-12		Boeing	707-100 long body, -200, -100B long body, -100B short body ; 707-300, -300B, -300C, -400; 720 and 720B
2007-23-13		Cessna	560
2007-23-18	S, 2006-06-11	Boeing	747-100B SUD, 747-300, 747-400, and 747-400D series airplanes; and Model 747-200B
2007-24-02	S 2007-11-07	Boeing	737-100, -200, -200C, -300, -400, and -500 s
2007-24-04	S 2001-17-14	CFM International, S.A	Engine: CFM56-5C4/1 series turbofan

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2007-25</b>			
2007-24-01		Hawker Beechcraft Corporation	400A
2007-24-03		Embraer	EMB-135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2007-24-05	S 99-02-51	Rolls-Royce Corporation	Engine: AE 3007A and AE 3007C
2007-24-07		General Electric Company	
2007-24-08	S 2006-11-12	Boeing	767-200, -300, -300F, and -400ER
2007-24-09	S 2006-23-11	Rolls-Royce plc	Engine: RB211 Trent 768-60, 772-60, and 772B-60
2007-25-04		Fokker Services B.V.	F27 Mark 050
2007-25-05		Airbus	A330-243, -341, -342, and -343
<b>Biweekly 2007-26</b>			
2007-25-02		Airbus	A310
2007-25-03		Boeing	737-600, -700, -700C, -800, and -900
2007-25-06		Airbus	A300, A310, A300-600
2007-25-09		Airbus	A310
2007-25-10		Dassault	Mystere-Falcon 50, Mystere-Falcon 900, 900EX, 2000 and Falcon 2000EX
2007-25-11		Fokker	F.28 Mark 0070 and 0100
2007-25-12		Airbus	A318, A319, A320, and A321
2007-25-13		Boeing	767-300F
2007-25-15		Airbus	A300 and A300-600
2007-25-16		McDonnell Douglas	DC-9-81 (MD-81) and DC-9-82 (MD-82)
2007-25-17		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP
2007-25-18		Boeing	747-400 and 747-400D
2007-25-19		Boeing	747-400
2007-25-20		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30 and DC-10-30F (KC-10A and KDC-10), DC-10-40 and DC-10-40F, MD-11 and MD-11F
2007-26-02		Boeing	757-200, -200CB, and -300
2007-26-03		Boeing	747-200C and -200F
2007-26-04		Boeing	737-100, -200, -200C, -300, -400, and -500
2007-26-05		Boeing	777-200, -200LR, -300, and -300ER
2007-26-06		Boeing	747-200B, 747-300, and 747-400



**2007-25-02 Airbus:** Amendment 39-15283. Docket No. FAA-2007-28996; Directorate Identifier 2006-NM-217-AD.

**Effective Date**

- (a) This AD becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

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

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

**Unsafe Condition**

- (d) This AD results from issuance of new and revised structural inspections and inspection intervals. We are issuing this AD to detect and correct fatigue cracking, which could result in reduced structural integrity of the airplane.

**Compliance**

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

**Revision of Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness (ICA)**

- (f) Within 3 months after the effective date of this AD, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD.

(1) Revise the ALS of the ICA to incorporate the structural inspections and inspection intervals defined in Airbus A310 Airworthiness Limitations Items (ALI) Document, AI/SE-M2/95A.0263/06, Issue 6, dated April 2006 (approved by the European Aviation Safety Agency (EASA) on May 31, 2006) (hereafter referred to as "Issue 6 of the ALI"). Accomplish the actions specified in Issue 6 of the ALI at the times specified in that ALI, except as provided by paragraph (g) of this AD. Thereafter, except as provided by paragraphs (f)(2) and (j) of this AD, no alternative structural inspection intervals may be approved. The actions specified in Issue 6 of the ALI must be accomplished in accordance with Issue 6 of the ALI.

(2) Revise the ALS of the ICA to incorporate the new and revised structural inspections and inspection intervals defined in Airbus Temporary Revision (TR) 6.1, dated November 2006 (approved by the EASA on December 12, 2006), to Issue 6 of the ALI. Thereafter, except as provided by paragraph (j) of this AD, no alternative structural inspection intervals may be approved.

### **Exception to Issue 6 of the ALI**

(g) The tolerance (grace period) for compliance with Issue 6 of the ALI is within 1,500 flight cycles after the effective date of this AD provided that none of the following is exceeded:

(1) Thresholds or intervals in the operator's current approved maintenance schedule that are taken from a previous ALI issue, if existing, and are higher than or equal to those given in Issue 6 of the ALI.

(2) 18 months after the effective date of this AD.

(3) 50 percent of the intervals given in Issue 6 of the ALI.

(4) Any application tolerance specified in Section D of Issue 6 of the ALI.

### **Corrective Actions**

(h) Damaged, cracked, or corroded structure detected during any inspection done in accordance with Issue 6 of the ALI must be repaired, before further flight, in accordance with Issue 6 of the ALI; or in accordance with other data meeting the certification basis of the airplane that has been approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the EASA (or its delegated agent). Where Issue 6 of the ALI specifies to contact Airbus for appropriate action:

Before further flight, repair the damaged, cracked, or corroded structure using a method approved by either the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

### **Reporting Requirement**

(i) If any damage that exceeds the allowable limits specified in Issue 6 of the ALI is detected during any inspection required by this AD: At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, submit a report of the finding to Airbus, Customer Service Directorate, Attn: Department Manager Maintenance Engineering, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; e-mail: [sched.maint@airbus.com](mailto:sched.maint@airbus.com). The report must include the ALI task reference, airplane serial number, the number of flight cycles and flight hours on the airplane, identification of the affected structure, location and description of the finding including its size and orientation, and the circumstance of detection and inspection method used. Under the provisions of the Paperwork

Reduction Act (44 U.S.C. 3501, et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

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

(2) If the inspection was accomplished prior to the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

### **Alternative Methods of Compliance (AMOCs)**

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

(2) 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.

### **Related Information**

(k) EASA airworthiness directive 2006-0260, dated August 25, 2006, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(l) You must use Airbus A310 Airworthiness Limitations Items Document, AI/SE-M2/95A.0263/06, Issue 6, dated April 2006; and Airbus Temporary Revision 6.1, including pages 1 and 2 of Section D and page 1 of Section E, dated November 2006, to Airbus A310 Airworthiness Limitations Items Document, AI/SE-M2/95A.0263/06, Issue 6, dated April 2006; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23544 Filed 12-7-07; 8:45 am]



**2007-25-03 Boeing:** Amendment 39-15284. Docket No. FAA-2007-29031; Directorate Identifier 2007-NM-130-AD.

**Effective Date**

(a) This AD becomes effective January 14, 2008.

**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 Alert Service Bulletin 737-53A1253, dated May 18, 2007.

**Unsafe Condition**

(d) This AD results from web oil can conditions found on the aft pressure bulkhead of several airplanes. We are issuing this AD to detect and correct oil can conditions, bulges, or previous repairs in the aft pressure bulkhead, which could lead to web cracks and consequently 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.

**Repetitive Inspections**

(f) At the applicable times specified in paragraph 1.E. of Boeing Alert Service Bulletin 737-53A1253, dated May 18, 2007, except as provided by paragraph (g) of this AD: Do repetitive general visual inspections of either the aft side or forward side of the aft pressure bulkhead for oil can conditions or bulges and a one-time general visual inspection of the aft pressure bulkhead to identify any previously installed web repair, and do all applicable corrective actions, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1253, dated May 18, 2007, except as provided by paragraphs (h) and (i) of this AD.

## **Exceptions to Compliance Times**

(g) Where Tables 1 and 2 of paragraph 1.E. of Boeing Alert Service Bulletin 737-53A1253, dated May 18, 2007, specify a compliance time of "at or before 15,000 total flight cycles or within 1,200 flight cycles" for the general visual inspections, this AD requires accomplishing the applicable inspection at the later of those compliance times. Where Tables 1 and 2 of paragraph 1.E. of the service bulletin specify counting the compliance time from the "release date of this service bulletin" or "after the date on this service bulletin," this AD requires starting the compliance time from the effective date of this AD. Where Table 2 of paragraph 1.E. of the service bulletin specifies to determine the FAA-approved, follow-on inspection procedures, thresholds, and repeat intervals and to incorporate them into the airplane maintenance program within 12 months after accomplishing the inspection given in Section 53-80-08-2R of the Boeing 737-600/700/700C/800/900 Structural Repair Manuals (SRMs), this AD requires that those corrective actions, if applicable, be done within 12 months after accomplishing the one-time general visual inspection of the aft pressure bulkhead for any previously installed web repair as required by paragraph (f) of this AD.

## **Exceptions to Corrective Actions**

(h) If any crack or bulge is found during any inspection required by paragraph (f) of this AD and Boeing Alert Service Bulletin 737-53A1253, dated May 18, 2007, specifies to contact Boeing for repair instructions, before further flight, repair according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing 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. If a previously installed aft pressure bulkhead web repair is found during any inspection required by paragraph (f) of this AD, and the FAA-approved supplemental inspection program cannot be determined from either the Boeing 737-600/700/700C/800/900 SRMs or the service bulletin, and the service bulletin specifies to contact Boeing for further instructions, within 12 months after accomplishing the inspection contact the Manager, SACO, or an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization to develop a supplemental inspection program.

## **No Reporting Requirement**

(i) Although Boeing Alert Service Bulletin 737-53A1253, dated May 18, 2007, specifies to submit certain information to the manufacturer, this AD does not require that action.

## **Alternative Methods of Compliance (AMOCs)**

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

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

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

#### **Material Incorporated by Reference**

(k) You must use Boeing Alert Service Bulletin 737-53A1253, dated May 18, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23458 Filed 12-7-07; 8:45 am]



**2007-25-06 Airbus:** Amendment 39-15288. Docket No. FAA-2007-27982;  
Directorate Identifier 2007-NM-009-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to the following airplanes, certificated in any category:

- (1) Model A300 series airplanes, manufacturer serial numbers 0202, 0205, 0225, 0299, and 0302, in forward facing crew cockpit configuration, except airplanes which have received in service application of Airbus Service Bulletin A300-21-0132.

- (2) Model A310 series airplanes, all certified models, all serial numbers, except airplanes which have received in service application of Airbus Service Bulletin A310-21-2062.

- (3) Model A300-600 series airplanes, all certified models, all serial numbers, on which Airbus Modification 03881 is embodied, except airplanes which have received either incorporation of Airbus Modification 12942 during production, or application of Airbus Service Bulletin A300-21-6049 in service.

**Subject**

- (d) Air Transport Association (ATA) of America Code 21: Air conditioning.

**Reason**

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

The modification rendered mandatory by this Airworthiness Directive (AD) falls within the scope of a set of corrective measures undertaken by AIRBUS subsequent to accidents which occurred to in-service aircraft caused by the violent opening of a passenger door, related to excessive residual pressurization in the cabin on ground.

In order to prevent the flight crews operating in manual mode when discrete spoilers signals are true and ensures OFV (outflow valve) or depress valve are driven open after landing, this modification consists of introducing an automatic opening logic either for the forward and aft OFV or for the single depress valve, when the aircraft is on ground, immediately after landing.

This unsafe condition could result in injury to crew members opening the passenger door.

### **Actions and Compliance**

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

(1) Within 18 months after the effective date of this AD: Install an automatic opening logic either for the forward and aft OFV (outflow valve) or for the single depress valve, as applicable, by introducing the use of discrete spoiler signals, driving one (Model A300 airplanes) or two (Model A310 airplanes and Model A300-600 series airplanes) time delay relays, in accordance with the instructions of Airbus Service Bulletin A300-21-0132, dated July 28, 2006; A310-21-2062, dated July 20, 2006; or A300-21-6049, Revision 02, dated April 16, 2007; as applicable.

(2) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A300-21-6049, dated August 31, 2005; or Revision 01, dated September 15, 2006, are acceptable for compliance with the corresponding requirements of this AD.

### **FAA AD Differences**

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

### **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington, 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

### **Related Information**

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2007-0005, dated January 8, 2007; and Airbus Service Bulletins A300-21-0132, dated July 28, 2006; A300-21-6049, Revision 02, dated April 16, 2007; and A310-21-2062, dated July 20, 2006; for related information.

## Material Incorporated by Reference

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

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

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

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

**Table 1 – Material Incorporated by Reference**

<b>Airbus Service Bulletin</b>	<b>Revision</b>	<b>Date</b>
A300-21-0132	Original	July 28, 2006
A300-21-6049	02	April 16, 2007
A310-21-2062	Original	July 20, 2006

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23462 Filed 12-7-07; 8:45 am]



**2007-25-09 Airbus:** Amendment 39-15291. Docket No. FAA-2007-29117; Directorate Identifier 2007-NM-114-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Airbus Model A310 series airplanes, certificated in any category; all certified models; all serial numbers; except airplanes that have received in-service application of Airbus Service Bulletin A310-53-2125.

**Subject**

- (d) Air Transport Association (ATA) of America Code 53: Fuselage.

**Reason**

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

As a result of a Wide Spread Fatigue Damage (WFD) calculation on A310 aircraft it was found that a modification of the upper fuselage circumferential joint at FR (frame) 55/58 is necessary to enable the aircraft to reach the Extended Service Goal (ESG).

As a consequence, this Airworthiness Directive (AD) requires the reinforcement of the affected fuselage frame butt joint.

The unsafe condition is failure of the circumferential joint of the upper fuselage, which could result in reduced structural integrity of the airplane.

**Actions and Compliance**

(f) Unless already done, do the following actions: Reinforce the fuselage butt joint at FR 55/58 in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-53-2125, including Appendix 01, dated January 9, 2007, at the applicable compliance times listed in Table 1 (threshold) or Table 2 (grace period) of this AD, whichever occurs later.

**Table 1 - Compliance Thresholds**

<b>Airbus Model</b>	<b>Whichever Occurs First After the Effective Date of this AD</b>	
	<b>Accumulated Time Since First Flight (in flight cycles)</b>	<b>Accumulated Time Since First Flight (in flight hours)</b>
A310-200 airplanes	41,500	83,500
A310-300 airplanes with an average flight time (AFT) $\leq$ to 4 hours	33,000	93,500
A310-300 airplanes with an AFT $>$ 4 hours	20,500	102,000

**Table 2 - Grace Periods**

<b>Airbus Model</b>	<b>Whichever Occurs First After the Effective Date of this AD</b>	
	<b>Flight Cycles</b>	<b>Flight Hours</b>
A310-200 airplanes	1,500	3,000
A310-300 airplanes with an AFT $\leq$ 4 hours	1,200	3,400
A310-300 airplanes with an AFT $>$ 4 hours	740	3,600

**FAA AD Differences**

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

**Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1622; fax (425) 227-1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

## **Related Information**

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2007-0111, dated April 25, 2007; and Airbus Service Bulletin A310-53-2125, including Appendix 01, dated January 9, 2007; for related information.

## **Material Incorporated by Reference**

(i) You must use Airbus Service Bulletin A310-53-2125, including Appendix 01, dated January 9, 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 Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France.

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

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23457 Filed 12-7-07; 8:45 am]



**2007-25-10 Dassault Aviation:** Amendment 39-15292. Docket No. FAA-2007-29175; Directorate Identifier 2007-NM-134-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD; certificated in any category.

(1) Dassault Model Mystere-Falcon 50 airplanes on which Dassault Modification M2996 has not been implemented.

(2) Dassault Model Mystere-Falcon 900 airplanes on which Dassault Modification M5007 has not been implemented.

(3) Dassault Model Falcon 900EX airplanes on which Dassault Modification M5007 has not been implemented (including serial number 601 and subsequent, also known as "DX" airplanes).

(4) Dassault Model Falcon 2000 and Falcon 2000EX airplanes on which Dassault Modification M2465 has not been implemented.

**Subject**

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

**Reason**

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

A rotating rod in the trailing edge flap control linkage broke in flight. Investigations revealed that the rotating rod had been installed in the wrong side during a maintenance operation. This incorrect installation caused a contact between the rotating rod and its retaining bracket leading, after some time in operation, to the rod breakage and flap asymmetry situation.

The consequence on the airplane of the flap asymmetry combined with a latent failure of the asymmetry detection system is classified as a catastrophic failure condition.

The unsafe condition is failure of the rotating rod in the control linkage of the trailing edge flap and consequent flap asymmetry during the approach to landing, which could result in reduced controllability of the airplane. The corrective actions include the following: Verifying the correct assembly of the flap rotating rods and associated brackets and installing the rod and bracket with correct orientation/positioning if necessary; and inspecting the rod for damage and replacing the rod if any damage is found.

### **Actions and Compliance**

(f) Unless already done, within 330 flight hours or 7 months after the effective date of this AD, whichever occurs first, do the following actions.

(1) Verify the correct assembly of the flap rotating rods and associated retaining brackets installed in the LH (left-hand)/RH (right-hand) wing root compartment and in the LH and RH main landing gear compartment and inspect the rod for damage, in accordance with the applicable Dassault service bulletin given in Table 1 of this AD.

(2) If a rod is found damaged, replace this rod prior to next flight in accordance with the applicable Dassault service bulletin given in Table 1 of this AD. If the rod orientation or bracket positioning is not correct, correct the orientation or positioning, as applicable, prior to next flight in accordance with the applicable Dassault service bulletin given in Table 1 of this AD.

(3) Label the rods and associated retaining brackets in accordance with the applicable Dassault service bulletin given in Table 1 of this AD.

**Table 1 – Dassault Service Bulletins**

<b>Airplane Model</b>	<b>Service Bulletin</b>	<b>Date</b>
Mystere-Falcon 50	F50-468	March 29, 2006
Mystere-Falcon 900	F900-367	March 29, 2006
Falcon 900EX	F900EX-269	March 29, 2006
Falcon 2000	F2000-326	March 29, 2006
Falcon 2000EX	F2000EX-83	March 29, 2006

### **FAA AD Differences**

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

## Other FAA AD Provisions

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

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

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

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

## Related Information

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2006-0115, dated May 10, 2006; and the Dassault service bulletins listed in Table 1 of this AD, for related information.

## Material Incorporated by Reference

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

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

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

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

**Table 2 – Material Incorporated by Reference**

<b>Dassault Service Bulletin</b>	<b>Date</b>
F50-468	March 29, 2006
F900-367	March 29, 2006
F900EX-269	March 29, 2006
F2000-326	March 29, 2006
F2000EX-83	March 29, 2006

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23638 Filed 12-7-07; 8:45 am]



**2007-25-11 Fokker Services B.V.:** Amendment 39-15293. Docket No. FAA-2007-29256;  
Directorate Identifier 2007-NM-137-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 14, 2008.

### **Affected ADs**

- (b) None.

### **Applicability**

(c) This AD applies to Fokker Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, all serial numbers.

### **Subject**

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

### **Reason**

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

Two events have been reported of Fokker 100 (F.28 Mk.0100) aircraft, where the Nose Landing Gear (NLG) failed to extend in the normal mode and problems were experienced to open the NLG doors, almost preventing extension of the NLG in the emergency (alternate) mode. Subsequent investigation and tests have shown that the friction of the bearing in the roller of the NLG Door Uplock Bracket Assembly is high, causing increased resistance in the mechanical system that unlocks the NLG doors. This condition, if not corrected, may result in a NLG up landing, which is considered a hazardous event. Since a potentially unsafe condition has been identified that may exist or develop on aircraft of the same type design, this Airworthiness Directive requires the introduction of an improved roller in the NLG Door Uplock Bracket Assembly.

### **Actions and Compliance**

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

(1) Within 4,000 flight hours after the effective date of this AD, modify the NLG door uplock bracket assembly, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-143, dated February 15, 2006.

(2) As of 18 months after the effective date of this AD, no spare NLG door uplock bracket assembly may be installed as a replacement part unless it has been modified in accordance with the

Accomplishment Instructions of Fokker Component Service Bulletin D76501-32-17, dated February 15, 2006.

### **FAA AD Differences**

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

### **Other FAA AD Provisions**

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

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

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

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

### **Related Information**

(h) Refer to MCAI Dutch Airworthiness Directive NL-2006-004, dated February 28, 2006; Fokker Service Bulletin SBF100-32-143, dated February 15, 2006; and Fokker Component Service Bulletin D76501-32-17, dated February 15, 2006, for related information.

### **Material Incorporated by Reference**

(i) You must use Fokker Service Bulletin SBF100-32-143, dated February 15, 2006; and Fokker Component Service Bulletin D76501-32-17, dated February 15, 2006; as applicable, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands.

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

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23636 Filed 12-7-07; 8:45 am]



**2007-25-12 Airbus:** Amendment 39-15294. Docket No. FAA-2007-29249; Directorate Identifier 2007-NM-112-AD.

**Effective Date**

- (a) This Airworthiness Directive (AD) becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Airbus Model A318, A319, A320, and A321 series airplanes, certificated in any category, except those identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Manufacturer serial numbers (MSNs) 2389, 2392, 2393, 2396, 2398, 2403, 2405, 2407, 2409, 2410, 2411, 2413 through 2439, 2441, and MSNs above 2441, on which no replacement of the landing gear (LG) selector valve 40GA or the LG door selector valve 41GA has been performed since aircraft delivery from Airbus.

(2) Aircraft on which LG selector valve 40GA and LG door selector valve 41GA have been stamped to indicate that a duplicate inspection has been done. If the duplicate inspection has been done, the amendment plates on the valves will be stamped with letters "DI" or "DI-BE."

**Subject**

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

**Reason**

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

"After push back from the gate, an A320-200 aircraft was preparing to initiate taxi, when an NLG (nose landing gear) uncommanded retraction occurred, and then the aircraft abruptly hit the ground.

Investigations revealed that the retract condition is caused by a combination of a faulty MLG (main landing gear) proximity switch, a power interruption to LGCIUs (Landing Gear Control and Interface Units) and an internal hydraulic leak through the LG (landing gear) selector valve 40GA. The internal hydraulic leak through the LG selector valve 40GA was due to a broken seal in one of the end cap chambers for the valve spool. As a corrective action, a duplicate inspection (DI or DI-BE) for these valves has been introduced in production, and the Component Maintenance Manual (CMM) has been revised. Untimely unlocking and/or retraction of the NLG, while on the ground, could cause injury to ground personnel and significant structural damage to the aircraft.

This Airworthiness Directive (AD) mandates the inspections of the LG selector valve 40GA and the LG door selector valve 41GA, to identify a possible hydraulic leak."

The corrective action includes replacing the LG selector valve 40GA and/or the LG door selector valve 41GA if necessary.

### **Actions and Compliance**

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

(1) For aircraft that have accumulated up to and including 20,000 total flight cycles as of the effective date of this AD: Within 4,500 flight cycles after the effective date of this AD, but not exceeding 20,800 total flight cycles, inspect for hydraulic leaking of the LG selector valve 40GA and the LG door selector valve 41GA and, as applicable, replace the LG selector valve 40GA and the LG door selector valve 41GA before further flight in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1290, Revision 01, dated November 10, 2006.

(2) For aircraft that have accumulated over 20,000 total flight cycles as of the effective date of this AD: Within 800 flight cycles after the effective date of this AD, inspect for hydraulic leaking of the LG selector valve 40GA and the LG door selector valve 41GA and, as applicable, replace the LG selector valve 40GA and the LG door selector valve 41GA before further flight in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1290, Revision 01, dated November 10, 2006.

(3) For all airplanes: Repeat the inspection specified in paragraph (f)(1) or (f)(2) of this AD, as applicable, thereafter at intervals not to exceed 20,000 flight cycles, or 89 months, whichever occurs first, and, as applicable, (i.e., if any leakage is found) replace the LG selector valve 40GA and the LG door selector valve 41GA before further flight, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1290, Revision 01, dated November 10, 2006.

(4) For all airplanes: From the effective date of this AD, the installation of LG selector valve 40GA or LG door selector valve 41GA, that do not have the duplicate inspection "DI" or "DI-BE" recorded on their amendment plates, is possible provided that it is inspected within 800 flight cycles after installation, in accordance with the instructions given in Airbus Service Bulletin A320-32-1290, Revision 01, dated November 10, 2006. Repeat the inspection thereafter as given in paragraph (f)(3) of this AD.

(5) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A320-32-1290, dated May 2, 2006, are acceptable for compliance with the corresponding actions of this AD.

### **FAA AD Differences**

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

## Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 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 EASA Airworthiness Directive 2007-0065R1, dated June 12, 2007, and Airbus Service Bulletin A320-32-1290, Revision 01, dated November 10, 2006, for related information.

## Material Incorporated by Reference

(i) You must use Airbus Service Bulletin A320-32-1290, Revision 01, excluding Appendix 01, dated November 10, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

Issued in Renton, Washington, on November 21, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23682 Filed 12-7-07; 8:45 am]



**2007-25-13 Boeing:** Amendment 39-15295. Docket No. FAA-2007-28943; Directorate Identifier 2007-NM-011-AD.

**Effective Date**

- (a) This AD becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Boeing Model 767-300F series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 767-21-0192, dated March 23, 2006.

**Unsafe Condition**

- (d) This AD results from a report of failures of the duct joint seal of the mix manifold system. We are issuing this AD to prevent air conditioning leakage into the mix manifold bay. Such leakage could decrease the air flow to the flight compartment and main cabin or could allow smoke into the flight compartment in the event of a fire in the main cabin or forward cargo compartment.

**Compliance**

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

**Replacement**

- (f) Within 36 months after the effective date of this AD, do the applicable action specified in Table 1 of this AD in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-21-0192, dated March 23, 2006.

**Table 1 – Replacement**

<b>For airplanes identified in the service bulletin as –</b>	<b>Do the following action –</b>
(1) Group 1 airplanes	Replace the rotomolded duct between the transition duct of the right cooling pack and the mix manifold with a new duct made of aluminum.
(2) Group 2 airplanes	Replace the rotomolded ducts of the mix manifold system with new ducts made from Kevlar® and aluminum.

**Alternative Methods of Compliance (AMOCs)**

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

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

**Material Incorporated by Reference**

(h) You must use Boeing Special Attention Service Bulletin 767-21-0192, dated March 23, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on November 23, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23685 Filed 12-7-07; 8:45 am]



**2007-25-15 Airbus:** Amendment 39-15297. Docket No. FAA-2007-27257; Directorate Identifier 2006-NM-131-AD.

**Effective Date**

(a) This AD becomes effective January 14, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to all Airbus Model A300 series airplanes; and all Airbus Model A300-600 series airplanes; certificated in any category.

**Unsafe Condition**

(d) This AD results from a report of a failure of a sliding rod of the main landing gear (MLG) retraction actuator before the actuator reached the life limit established by the manufacturer. We are issuing this AD to prevent failure of the sliding rod of the MLG retraction actuator, which could result in reduced structural integrity of the MLG.

**Compliance**

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

**Service Bulletin Reference**

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of the service bulletins identified in paragraphs (f)(1) and (f)(2) of this AD, as applicable.

(1) For Model A300 series airplanes: Airbus Service Bulletin A300-32-0450, Revision 01, excluding Appendix 01, dated May 10, 2006.

(2) For Model A300-600 series airplanes: Airbus Service Bulletin A300-32-6097, Revision 01, excluding Appendix 01, dated May 10, 2006.

**Note 1:** The Airbus service bulletins refer to Messier-Dowty Special Inspection Service Bulletin 470-32-806, dated October 27, 2005, as an additional source of service information for performing detailed and high-frequency eddy current (HFEC) inspections to detect discrepancies of the sliding rod.

### **Inspection To Determine Part Number (P/N) of Sliding Rod**

(g) At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD, do a one-time inspection to determine the part number of the sliding rod of the MLG retraction actuator, in accordance with the applicable service bulletin. If no sliding rod having P/N C69029-2 or C69029-3 is installed, no further action is required by this paragraph. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the sliding rod of the MLG retraction actuator can be conclusively determined from that review.

(1) For airplanes that have accumulated less than 27,000 total flight cycles on the MLG retraction actuator as of the effective date of this AD: After accumulating total 27,000 flight cycles on the MLG retraction actuator, do the inspection within the next 1,000 flight cycles or 12 months, whichever occurs first.

(2) For airplanes that have accumulated 27,000 or more total flight cycles on the MLG retraction actuator as of the effective date of this AD: Do the inspection within 1,000 flight cycles or 12 months, whichever occurs first, after the effective date of this AD.

### **Inspection for Discrepancies of Sliding Rod and Corrective Actions**

(h) For MLG retraction actuators equipped with sliding rods having P/N C69029-2 or C69029-3: At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, perform detailed and HFEC inspections of the sliding rod of the MLG retraction actuators on the left-hand and right-hand MLGs, in accordance with the applicable service bulletin. Then, before further flight, perform all applicable corrective actions, in accordance with the applicable service bulletin.

(1) For airplanes that have accumulated less than 27,000 total flight cycles on the MLG retraction actuator as of the effective date of this AD: After accumulating 27,000 total flight cycles on the MLG retraction actuator, do the inspections within the next 1,000 flight cycles or 12 months, whichever occurs first.

(2) For airplanes that have accumulated 27,000 or more total flight cycles on the MLG retraction actuator as of the effective date of this AD: Do the inspections within 1,000 flight cycles or 12 months, whichever occurs first, after the effective date of this AD.

**Note 2:** For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

**Note 3:** Operators should note that the MLG retraction actuator rod must be replaced with a new or serviceable actuator rod before the 32,000-flight-cycle life limit specified in the applicable airworthiness limitations document, regardless of the inspection findings.

### **Return of MLG Retraction Actuator Sliding Rod**

(i) For airplanes having any retraction actuator sliding rods specified in paragraphs (i)(1) and (i)(2) of this AD: After the effective date of this AD, for the first replacement of the retraction actuator sliding rod, return the retraction actuator sliding rod to Messier-Dowty, SA Product Support Engineering, BP10-78142 Velizy Cedex, France, within 30 days after the retraction actuator sliding rod is removed from the airplane.

(1) Any retraction actuator sliding rod that is found to have cracking during the actions specified in paragraph (h) of this AD.

(2) Any retraction actuator sliding rod, P/N C69029-2 or C69029-3, removed that has accumulated between 27,000 total flight cycles and 32,000 total flight cycles.

### **Parts Installation for MLG Retraction Actuator Rod**

(j) As of the effective date of this AD, no person may install, on any airplane, an MLG retraction actuator that is equipped with a sliding rod having P/N C69029-2 or C69029-3, and on which the retraction actuator rod has accumulated 27,000 total flight cycles or more, unless paragraph (h) of this AD is accomplished.

(k) As of the effective date of this AD, any MLG retraction actuator that is equipped with a sliding rod having P/N C69029-2 or C69029-3, and on which the retraction actuator rod has accumulated less than 27,000 total flight cycles, may be installed, on any airplane, provided that the inspections specified in paragraph (h) of this AD are accomplished at the time specified in paragraph (h)(1) of this AD.

### **Actions Accomplished According to a Previous Issue of the Service Bulletins**

(l) Inspections and corrective actions done before the effective date of this AD in accordance with the following service bulletins are acceptable for compliance with the corresponding requirements of this AD:

(1) For Model A300 series airplanes: Airbus Service Bulletin A300-32-0450, excluding Appendix 01, dated December 1, 2005.

(2) For Model A300-600 series airplanes: Airbus Service Bulletin A300-32-6097, excluding Appendix 01, dated December 1, 2005.

### **Alternative Methods of Compliance (AMOCs)**

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

(2) 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.

## **Related Information**

(n) European Aviation Safety Agency airworthiness directive 2006-0075R2, dated January 4, 2007, also addresses the subject of this AD.

## **Material Incorporated by Reference**

(o) You must use Airbus Service Bulletin A300-32-0450, Revision 01, excluding Appendix 01, dated May 10, 2006; or Airbus Service Bulletin A300-32-6097, Revision 01, excluding Appendix 01, dated May 10, 2006; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 29, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23673 Filed 12-7-07; 8:45 am]



**2007-25-16 McDonnell Douglas:** Amendment 39-15298. Docket No. FAA-2007-29226; Directorate Identifier 2006-NM-256-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective January 14, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to McDonnell Douglas Model DC-9-81 (MD-81) and DC-9-82 (MD-82) airplanes; certificated in any category; as identified in Boeing Alert Service Bulletin MD80-53A298, dated August 1, 2006.

**Unsafe Condition**

(d) This AD results from a report of fatigue cracking in the fuselage skin at the upper corners of the forward passenger doorjamb. We are issuing this AD to prevent cracking of the fuselage skin at the upper corners of the forward passenger doorjamb, which could lead to loss of overall structural integrity of the airplane.

**Compliance**

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

**Repetitive Inspections and Corrective Actions for Configuration 1, 2, and 3 Airplanes**

(f) For airplanes identified as Configuration 1, 2, or 3 in Boeing Alert Service Bulletin MD80-53A298, dated August 1, 2006: At the applicable times specified in paragraph 1.E., "Compliance," of the alert service bulletin, do a low-frequency eddy current (LFEC) or high-frequency eddy current (HFEC) inspection, as applicable, for cracking of the fuselage skin at the upper corners of the forward passenger doorjamb; and do all applicable corrective actions (repetitive inspections, installation of doublers, replacements, and repairs), except as provided by paragraph (g) of this AD. Do the actions in accordance with the Accomplishment Instructions of the alert service bulletin. Where the alert service bulletin specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

### **Repair of Certain Conditions**

(g) If any crack is found during any inspection required by paragraph (f) of this AD and Boeing Alert Service Bulletin MD80-53A298, dated August 1, 2006, specifies to contact Boeing for repair instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

### **Corrective Action for Configuration 4 Airplanes**

(h) For airplanes identified as Configuration 4 in Boeing Alert Service Bulletin MD80-53A298, dated August 1, 2006: Within 90 days after the effective date of this AD, repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

### **Alternative Methods of Compliance (AMOCs)**

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

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

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

### **Material Incorporated by Reference**

(j) You must use the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-53A298, dated August 1, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

Issued in Renton, Washington, on November 29, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23687 Filed 12-7-07; 8:45 am]



**2007-25-17 Boeing:** Amendment 39-15299. Docket No. FAA-2007-28620; Directorate Identifier 2007-NM-090-AD.

**Effective Date**

- (a) This AD becomes effective January 14, 2008.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-53A2658, dated February 22, 2007.

**Unsafe Condition**

(d) This AD results from a report that an operator found a 1.65-inch crack on the station (STA) 1241 bulkhead fitting on the left side of a Boeing Model 747-200F series airplane that had accumulated 17,332 total flight cycles. We are issuing this AD to detect and correct cracking in the STA 1241 bulkhead fittings, which could result in reduced structural integrity of the airplane.

**Compliance**

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

**Inspections and Corrective Action**

(f) At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2658, dated February 22, 2007: Do internal surface high-frequency eddy current and external ultrasonic inspections for cracking of the STA 1241 bulkhead fittings just above the canted pressure deck; determine the edge margin at seven fastener positions on each side of the airplane; and do all applicable related investigative/corrective actions; by doing all of the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2658, dated February 22, 2007, except as provided by paragraphs (f)(1) and (f)(2) of this AD. Do all applicable related investigative/corrective actions before further flight. Repeat the inspections thereafter at the applicable interval specified in paragraph 1.E., "Compliance" of the service bulletin.

(1) Where the service bulletin specifies to contact Boeing for appropriate action, before further flight, do the action using a method approved in accordance with the procedures specified in paragraph (g) of this AD.

(2) Where the service bulletin specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

#### **Alternative Methods of Compliance (AMOCs)**

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

(2) 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**

(h) You must use Boeing Alert Service Bulletin 747-53A2658, dated February 22, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 30, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23871 Filed 12-7-07; 8:45 am]



**2007-25-18 Boeing:** Amendment 39-15300. Docket No. FAA-2007-0301; Directorate Identifier 2007-NM-069-AD.

**Effective Date**

- (a) This AD becomes effective December 26, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Boeing Model 747-400 and 747-400D series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 747-53-2498, dated December 19, 2006.

**Unsafe Condition**

- (d) This AD results from a report indicating that the overhead lateral shear beam aft of main entry door number 5 reacts to certain loads. We are issuing this AD to prevent detachment of the center stowage bins of zone E at forward load levels less than 9g during an emergency landing, which could cause injury to passengers and/or crew and could impede subsequent rapid evacuation.

**Compliance**

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

**Modification, Installation, and Replacement**

- (f) Within 36 months after the effective date of this AD, do the applicable actions required by paragraphs (f)(1) and (f)(2) of this AD by doing all the actions in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-53-2498, dated December 19, 2006.

- (1) For Group 1 airplanes, as identified in the service bulletin: Modify the stowage bin ladder of zone E, install new right and left intercostals, and remove existing tie rods and install new tie rods.
- (2) For Group 2 airplanes, as identified in the service bulletin: Modify the lateral shear beam.

### **Alternative Methods of Compliance (AMOCs)**

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

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

### **Material Incorporated by Reference**

(h) You must use Boeing Special Attention Service Bulletin 747-53-2498, dated December 19, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 30, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23851 Filed 12-7-07; 8:45 am]



**2007-25-19 Boeing:** Amendment 39-15301. Docket No. FAA-2007-0302; Directorate Identifier 2007-NM-161-AD.

**Effective Date**

- (a) This AD becomes effective December 26, 2007.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Boeing Model 747-400 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 747-21A2439, Revision 2, dated May 24, 2007.

**Unsafe Condition**

(d) This AD results from a report of an uncommanded up and down pitch movement of an airplane in flight and resistance in the elevator controls on the ground during taxi. We are issuing this AD to prevent cracking and buckling of the forward or rear heat exchanger shell of the air distribution system of the crew rest area, which could result in jamming of the rudder and/or elevator control cables and consequent reduced controllability of the airplane.

**Compliance**

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

**Inspections and Corrective Actions**

(f) At the applicable times specified in the Table 1 of paragraph 1.E. of Boeing Service Bulletin 747-21A2439, Revision 2, dated May 24, 2007, except as provided by paragraph (g) of this AD, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD by accomplishing all the actions specified in the Accomplishment Instructions of the service bulletin.

(1) Do repetitive general visual inspections to detect discrepancies (i.e., cracks, creases, deformation, deflection, and interference with the rudder and/or elevator cables) of the forward and rear heat exchanger shells of the air distribution system of the crew rest area, and do the applicable corrective actions, until the actions required by paragraph (f)(2) of this AD are done. The applicable corrective actions must be done before further flight.

(2) Do an inspection to identify the part number, shop code, and build date of the forward and rear heat exchanger shells of the air distribution system of the crew rest area, and before further flight, do the applicable corrective actions. Accomplishing these actions ends the repetitive inspections required by paragraph (f)(1) of this AD.

(g) Where Boeing Service Bulletin 747-21A2439, Revision 2, dated May 24, 2007, specifies a compliance time "after the release date of the service bulletin" or "after the date of Revision 02 of the service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

### **Actions According to Previous Issues of Service Bulletin or Previously Accomplished Inspections**

(h) Actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 747-21A2439, dated November 3, 2005; or Boeing Service Bulletin 74721A2439, Revision 1, dated July 24, 2006; are acceptable for compliance with the corresponding actions specified in this AD.

(i) If a forward heat exchanger shell, part number 65B41601-52, is found installed during the replacement required by paragraph (c) of AD 2001-18-04, amendment 39-12430, or was installed during the inspection required by paragraph (d)(2) of that AD (AD 2001-18-04 refers to Boeing Alert Service Bulletin 747-21A2412, dated January 20, 2000; or Revision 2, dated November 30, 2000; as the appropriate sources of service information for accomplishing the required actions): Actions required by paragraphs (f)(1) and (f)(2) of this AD are not required for that forward heat exchanger shell only.

### **Parts Installation**

(j) As of the effective date of this AD, no person may install a heat exchanger shell having a part number identified in the "Existing Part Number" column of the table specified in paragraph 2.C. of Boeing Service Bulletin 747-21A2439, Revision 2, dated May 24, 2007, on any airplane.

### **Special Flight Permits**

(k) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done, except as provided by paragraphs (k)(1) and (k)(2) of this AD.

(1) If any forward or rear heat exchanger shell of the air distribution system of the crew rest area is found deflecting or interfering with the rudder and/or elevator control cables (e.g., chafing, rubbing, or contacting) during any inspection required by paragraph (f)(1) of this AD, special flight permits are not allowed.

(2) If any crack or crease is found on the forward or rear heat exchanger shell of the air distribution system of the crew rest area during any inspection required by paragraph (f)(1) of this AD, the air distribution system in the crew rest area must be inoperative during flight.

### **Alternative Methods of Compliance (AMOCs)**

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

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

### **Material Incorporated by Reference**

(m) You must use Boeing Service Bulletin 747-21A2439, Revision 2, dated May 24, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 30, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23850 Filed 12-7-07; 8:45 am]



**2007-25-20 McDonnell Douglas:** Amendment 39-15302. Docket No. FAA-2005-21470; Directorate Identifier 2003-NM-45-AD.

**Effective Date**

(a) This AD becomes effective January 22, 2008.

**Affected ADs**

(b) None.

**Applicability**

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

**Table 1 - Applicability**

<b>McDonnell Douglas Airplane -</b>	<b>As Identified In -</b>
(1) Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes	Boeing Service Bulletin DC10-78-066, Revision 01, dated November 30, 2001
(2) Model DC-10-40 and DC-10-40F airplanes	Boeing Service Bulletin DC10-78-067, dated October 30, 2002
(3) Model MD-11 and MD-11F airplanes	Boeing Alert Service Bulletin MD11-78A007, Revision 4, dated February 22, 2007

**Unsafe Condition**

(d) This AD was prompted by a determination that the thrust reverser systems on these McDonnell Douglas airplanes do not adequately preclude unwanted deployment of a thrust reverser. We are issuing this AD to prevent an unwanted deployment of a thrust reverser during flight, which could result in reduced controllability of the airplane.

**Compliance**

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

## Wiring Modification

(f) For Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, and DC-10-30F (KC-10A and KDC-10) airplanes: Within 60 months after the effective date of this AD, modify the thrust reverser command wiring of the number 2 engine by doing all the actions specified in the Accomplishment Instructions of Boeing Service Bulletin DC10-78-066, Revision 01, dated November 30, 2001.

(g) For Model MD-11 and MD-11F airplanes: Within 60 months after the effective date of this AD, modify the thrust reverser system wiring from the flight compartment to engines 1, 2, and 3 thrust reversers by doing all the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin MD11-78A007, Revision 4, dated February 22, 2007.

## Wiring Modification/Installation of Thrust Reverser Locking System

(h) For Model DC-10-40 and DC-10-40F airplanes: Within 60 months after the effective date of this AD, modify the thrust reverser command wiring of the number 2 engine by doing all the actions specified in the Accomplishment Instructions of Boeing Service Bulletin DC10-78-067, dated October 30, 2002, and install thrust reverser locking systems by doing all the applicable actions specified in the Accomplishment Instructions of McDonnell Douglas Service Bulletin DC10-78-064, dated June 24, 2003.

## Prior or Concurrent Actions

(i) For Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, and DC-10-30F (KC-10A and KDC-10) airplanes: Prior to or concurrently with the actions required by paragraph (f) of this AD, do the actions specified in Table 2 of this AD.

**Table 2 – Prior or Concurrent Actions for Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, and DC-10-30F (KC-10A and KDC-10) Airplanes**

<b>Do -</b>	<b>Required by -</b>	<b>In Accordance with -</b>
Repetitive detailed visual inspections, functional checks, and torque checks of the thrust reverser systems, and applicable corrective actions	Paragraphs (c) and (i) of AD 2001-05-10, amendment 39-12147	McDonnell Douglas Alert Service Bulletin DC10-78A057, Revision 01, dated February 18, 1999
A modification of the indication light system for the thrust reversers	Paragraph (a) of AD 2001-17-19, amendment 39-12410	McDonnell Douglas Service Bulletin DC10-78-060, dated December 17, 1999; or McDonnell Douglas Service Bulletin DC10-78-060, Revision 01, dated June 30, 2003

(j) For Model MD-11 and MD-11F airplanes: Prior to or concurrently with the actions required by paragraph (g) of this AD, do the actions specified in Table 3 of this AD.

**Table 3 – Prior or Concurrent Actions for Model MD-11 and MD-11F Airplanes**

<b>Do -</b>	<b>In Accordance with -</b>
An update of the program software of display electronic units	McDonnell Douglas Service Bulletin MD11-31-091, dated November 5, 1998
A modification of the wing pylon harnesses	Rohr Service Bulletin MD-11 54-200, Revision 1, dated May 14, 2001
A modification of the pylon thrust reverser harnesses and J-box	Rohr Service Bulletin MD-11 54-201, Revision 2, dated December 12, 2005

**Actions Accomplished According to Previous Issues of Service Bulletins**

(k) Actions accomplished before the effective date of this AD according to Boeing Service Bulletin DC10-78-066, dated March 6, 2001; Rohr Service Bulletin MD-11 54-201, dated November 30, 1999; or Rohr Service Bulletin MD-11 54-201, Revision 1, dated November 23, 2005; are considered acceptable for compliance with the applicable corresponding actions specified in this AD.

**Alternative Methods of Compliance (AMOCs)**

- (1)(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.
- (2) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

**Material Incorporated by Reference**

(m) You must use the service bulletins listed in Table 4 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

**Table 4 – All Material Incorporated by Reference**

<b>Service Bulletin</b>	<b>Revision Level</b>	<b>Date</b>
Boeing Alert Service Bulletin MD11-78A007	4	February 22, 2007
Boeing Service Bulletin DC10-78-066	01	November 30, 2001
Boeing Service Bulletin DC10-78-067	Original	October 30, 2002
McDonnell Douglas Alert Service Bulletin DC10-78A057, including Attachment A	01	February 18, 1999
McDonnell Douglas Service Bulletin DC10-78-060	Original	December 17, 1999
McDonnell Douglas Service Bulletin DC10-78-060	01	June 30, 2003
McDonnell Douglas Service Bulletin DC10-78-064	Original	June 24, 2003
McDonnell Douglas Service Bulletin MD11-31-091	Original	November 5, 1998
Rohr Service Bulletin MD-11 54-200	1	May 14, 2001
Rohr Service Bulletin MD-11 54-201	2	December 12, 2005

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

**Table 5 – New Material Incorporated by Reference**

<b>Service Bulletin</b>	<b>Revision Level</b>	<b>Date</b>
Boeing Alert Service Bulletin MD11-78A007	4	February 22, 2007
Boeing Service Bulletin DC10-78-066	01	November 30, 2001
Boeing Service Bulletin DC10-78-067	Original	October 30, 2002
McDonnell Douglas Service Bulletin DC10-78-060	01	June 30, 2003
McDonnell Douglas Service Bulletin DC10-78-064	Original	June 24, 2003
McDonnell Douglas Service Bulletin MD11-31-091	Original	November 5, 1998
Rohr Service Bulletin MD-11 54-200	1	May 14, 2001
Rohr Service Bulletin MD-11 54-201	2	December 12, 2005

(2) On October 1, 2001 (66 FR 44950, August 27, 2001), the Director of the Federal Register approved the incorporation by reference of McDonnell Douglas Service Bulletin DC10-78-060, dated December 17, 1999.

(3) On April 25, 2001 (66 FR 15785, March 21, 2001), the Director of the Federal Register approved the incorporation by reference of McDonnell Douglas Alert Service Bulletin DC10-78A057, Revision 01, including Attachment A, dated February 18, 1999.

(4) Contact Boeing Commercial Airplanes, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024), for a copy of Boeing and McDonnell Douglas service information. Contact Rohr, Inc., 850 Lagoon Drive, Chula Vista, California 91910-2098, for a copy of Rohr service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on November 29, 2007.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-23934 Filed 12-14-07; 8:45 am]



**2007-26-02 Boeing:** Amendment 39-15304. Docket No. FAA-2007-28990; Directorate Identifier 2007-NM-033-AD.

### **Effective Date**

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

### **Affected ADs**

(b) None.

### **Applicability**

(c) This AD applies to Boeing Model 757-200, -200CB, and -300 series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 757-53A0093, dated November 8, 2006.

### **Unsafe Condition**

(d) This AD results from reports of cracked intercostal tee clips at the number 3 and number 4 doorstops of the passenger door cutouts. We are issuing this AD to detect and correct cracking of the tee clips, which could result in additional stress on the adjacent tee clips, surrounding intercostals, edge frame, door structure and doorstops. This additional stress could cause further cracking or breaking of the tee clips, which could result in failure of the door to seal and consequent 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.

### **Repetitive Inspections/Investigative and Corrective Actions**

(f) Before the accumulation of 20,000 total flight cycles or within 3,000 flight cycles after the effective date of this AD, whichever is later: Do the applicable inspection specified in paragraph (f)(1) or (f)(2) of this AD by doing all the actions including all applicable related investigative (additional detailed inspections if necessary) and corrective actions; except as provided by paragraph (g) of this AD; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0093, dated November 8, 2006. All related investigative and corrective actions must be done before further flight.

(1) Do a detailed inspection for cracks of the intercostal tee clips and attachment fasteners at the number 3 and number 4 doorstops of the passenger door cutouts. Repeat the inspection thereafter at intervals not to exceed 3,000 flight cycles until accomplishment of the terminating action specified in paragraph (h) of this AD.

(2) Do a detailed inspection with a borescope for cracks of the intercostal tee clips. Repeat the inspection thereafter at intervals not to exceed 3,000 flight cycles until accomplishment of the terminating action specified in paragraph (h) of this AD.

(g) If any cracked structure is found during any inspection required by this AD, and the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0093, dated November 8, 2006, specify to contact Boeing for appropriate action: Before further flight, repair any cracked structure using a method approved in accordance with the procedures specified in paragraph (i)(2) of this AD.

### **Optional Terminating Action**

(h) Replacing both intercostal tee clips on the left and right sides with new tee clips in accordance with Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0093, dated November 8, 2006, terminates the repetitive inspections required by this AD.

### **Alternative Methods of Compliance (AMOCs)**

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

(2) 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.

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

### **Material Incorporated by Reference**

(j) You must use Boeing Alert Service Bulletin 757-53A0093, dated November 8, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

Issued in Renton, Washington, on December 10, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-24337 Filed 12-14-07; 8:45 am]



**2007-26-03 Boeing:** Amendment 39-15305. Docket No. FAA-2007-28924; Directorate Identifier 2007-NM-051-AD.

**Effective Date**

- (a) This AD becomes effective January 22, 2008.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Boeing Model 747-200C and -200F series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 747-25A3430, dated February 15, 2007.

**Unsafe Condition**

- (d) This AD results from reports of water contamination in the electrical/electronic units in the main equipment center. We are issuing this AD to prevent water contamination of the electrical/electronic units, which could cause the electrical/electronic units to malfunction, and as a consequence, could adversely affect the airplane's continued safe flight.

**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.

**Installations**

- (f) Within 24 months after the effective date of this AD, install mounting brackets, support angles, and moisture curtains in the main equipment center, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-25A3430, dated February 15, 2007.

### Prior or Concurrent Requirements

(g) For airplanes identified as Group 1 and Group 3 airplanes in Boeing Alert Service Bulletin 747-25A3430, dated February 15, 2007: Prior to or concurrently with the requirements of paragraph (f) of this AD, install drip shields (including a drip pan assembly, drain tubing, and attaching hardware) over the forward, outboard halves of the E1-1 and E3-1 shelves in the main equipment bay, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-38A2073, Revision 3, dated May 22, 2003.

(h) Installation of drip shields before the effective date of this AD in accordance with paragraph (a) and Note 2 of AD 2001-24-30, amendment 39-12547, is acceptable for compliance with the corresponding actions specified in paragraph (g) of this AD.

### Alternative Methods of Compliance (AMOCs)

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

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

### Material Incorporated by Reference

(j) You must use the service bulletins identified in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**Table 1.—Material Incorporated by Reference**

<b>Service Bulletin</b>	<b>Revision level</b>	<b>Date</b>
Boeing Alert Service Bulletin 747–25A3430	Original	February 15, 2007.
Boeing Alert Service Bulletin 747–38A2073	3	May 22, 2003.

Issued in Renton, Washington, on December 10, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-24340 Filed 12-14-07; 8:45 am]



**2007-26-04 Boeing:** Amendment 39-15306. Docket No. FAA-2007-28942; Directorate Identifier 2007-NM-093-AD.

### **Effective Date**

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

### **Affected ADs**

(b) Accomplishing repairs and modifications described in paragraphs (f) and (g) of this AD is considered acceptable for compliance with repair requirements of paragraphs (f) and (g) of AD 92-25-09, amendment 39-8424, for the areas of the station (STA) 259.5 circumferential butt splice only.

### **Applicability**

(c) This AD applies to Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006.

### **Unsafe Condition**

(d) This AD results from a report that an operator found multiple cracks in the fuselage skin of a Model 737-200 airplane, at the forward fastener row of the STA 259.5 circumferential butt splice between stringers 19 and 24. We are issuing this AD to prevent cracking of the STA 259.5 circumferential butt splice, which could result in loss of structural integrity of the fuselage skin and possible loss of cabin pressure.

### **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) At the applicable initial compliance time specified in paragraph 1.E. "Compliance" of Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006, except as provided by paragraph (j) of this AD: Do detailed and high-frequency eddy current inspections for cracking around the heads of the fasteners on the forward fastener row of certain areas of the STA 259.5 circumferential butt splice, by doing all of the actions specified in Part 1 of the Accomplishment Instructions of the service bulletin, except as provided by paragraph (i) of this AD. Repeat the inspections thereafter at the intervals specified in paragraph 1.E. of the service bulletin. Doing the

preventive modification specified in paragraph (h) of this AD terminates the repetitive inspection requirements of this paragraph.

### **Repair**

(g) If any crack is found during any inspection required by this AD, before further flight, repair in accordance with Part 1 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006.

### **Preventive Modification**

(h) At the compliance time specified in paragraph 1.E. of Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006, except as provided by paragraph (j) of this AD: Do the preventive modification in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006. Doing the preventive modification terminates the repetitive inspections required by paragraph (f) of this AD.

### **Modification or Repair Done in Accordance With AD 92-25-09**

(i) Inspections described in paragraph (f) of this AD are not required for areas of the STA 259.5 circumferential butt splice that have been modified in accordance with the service information specified in Table 1 of this AD. (Boeing Service Bulletin 737-53-1076, Revision 2, dated February 8, 1990; and Revision 4, dated September 26, 1991; are cited as appropriate sources of service information for doing certain requirements of AD 92-25-09.)

**Table 1 – Service Information**

<b>Boeing Service Bulletin -</b>	<b>Revision Level -</b>	<b>Date -</b>
737-53-1076	4	September 26, 1991
737-53-1076	3	September 20, 1990
737-53-1076	2	February 8, 1990
737-53-1076	1	November 23, 1988
737-53-1076	Original	October 30, 1986

### **Compliance Times**

(j) Where Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006, specifies compliance times relative to the release date of the service bulletin, this AD requires compliance at compliance times relative to the effective date of 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 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**

(1) You must use Boeing Special Attention Service Bulletin 737-53-1267, dated November 28, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

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

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

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

Issued in Renton, Washington, on December 10, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-24335 Filed 12-14-07; 8:45 am]



**2007-26-05 Boeing:** Amendment 39-15307. Docket No. FAA-2007-28854; Directorate Identifier 2007-NM-109-AD.

### **Effective Date**

- (a) This AD becomes effective January 22, 2008.

### **Affected ADs**

- (b) None.

### **Applicability**

- (c) This AD applies to all Boeing Model 777-200, -200LR, -300, and -300ER series airplanes, certificated in any category.

### **Unsafe Condition**

- (d) This AD results from a report that a cracked left elevator actuator fitting was found on a Model 777 airplane. We are issuing this AD to detect and correct a cracked actuator fitting, which could detach from the elevator and lead to an unrestrained elevator and an unacceptable flutter condition, which could result in loss of airplane control.

### **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) At the applicable time specified in paragraph 1.E. "Compliance" of Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007, do an initial dye penetrant or high-frequency eddy current (HFEC) inspection for cracking of the elevator actuator fittings, and, thereafter, do repetitive dye penetrant, HFEC, or detailed inspections at the applicable times specified in paragraph 1.E. "Compliance." Before further flight, replace any fitting found to be cracked during any inspection required by this AD with a new fitting having the same part number, or an optional part number as identified in the service bulletin. Thereafter, do initial and repetitive inspections of the replacement fitting as described in paragraph 1.E. of the service bulletin. Do all inspections and actions described in this paragraph in accordance with the Accomplishment Instructions of the service bulletin; except, where the service bulletin specifies a compliance time after the date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

### **Alternative Methods of Compliance (AMOCs)**

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

(2) 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**

(h) You must use Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on December 10, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-24338 Filed 12-14-07; 8:45 am]



**2007-26-06 Boeing:** Amendment 39-15308. Docket No. FAA-2007-0336; Directorate Identifier 2007-NM-201-AD.

### **Effective Date**

(a) This AD becomes effective January 2, 2008.

### **Affected ADs**

(b) None.

### **Applicability**

(c) This AD applies to Boeing Model 747-200B, 747-300, and 747-400 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 747-35-2119, dated November 30, 2006.

### **Unsafe Condition**

(d) This AD results from a report that several passenger masks with broken in-line flow indicators were found following a mask deployment. We are issuing this AD to prevent the in-line flow indicators of the passenger oxygen masks from fracturing and separating, which could inhibit oxygen flow to the masks and consequently result in exposure of the passengers and cabin attendants to hypoxia following a depressurization event.

### **Compliance**

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

### **Inspection and Related Investigative/Corrective Actions if Necessary**

(f) Within 60 months after the effective date of this AD, do a general visual inspection to determine the manufacturer and manufacture date of the oxygen masks in each of the oxygen boxes in the passenger service units of the outboard and center main deck, the flight attendant service units, flightcrew rest, upper and lower module of the door 5 overhead crew rest, lavatory modules, and miscellaneous ceiling panels, as applicable, and do all the applicable related investigative and corrective actions, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of Boeing Service Bulletin 747-35-2119, dated November 30, 2006; except where the service bulletin specifies replacing the oxygen mask assembly with a new oxygen mask assembly, replace it with a new or modified oxygen mask assembly having an improved flow indicator. The related investigative and corrective actions must be done before further flight.

Note 1: The service bulletin refers to B/E Aerospace Service Bulletin 174080-35-01, dated February 6, 2006; and Revision 1, dated May 1, 2006; as additional sources of service information for modifying the oxygen mask assembly by replacing the flow indicator with an improved flow indicator.

### **Alternative Methods of Compliance (AMOCs)**

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

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

### **Material Incorporated by Reference**

(h) You must use Boeing Service Bulletin 747-35-2119, dated November 30, 2006, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on December 10, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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