



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2007-09

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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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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Biweekly 2007-03			
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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Biweekly 2007-04			
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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Biweekly 2007-05

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

Biweekly 2007-06

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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Biweekly 2007-07			
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
Biweekly 2007-08			
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
Biweekly 2007-09			
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



2006-11-05R1 Rolls-Royce plc: Amendment 39-15026. Docket No. FAA-2007-27824; Directorate Identifier 2003-NE-12-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective May 1, 2007.

Affected ADs

(b) This AD revises AD 2006-11-05, Amendment 39-14609.

Applicability

(c) This AD applies to Rolls-Royce plc (RR) RB211-22B series, RB211-524B, -524C2, -524D4, -524G2, -524G3, and -524H series, and RB211-535C and -535E series turbofan engines with high pressure compressor (HPC) stage 3 disc assemblies, part numbers (P/Ns) LK46210, LK58278, LK67634, LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 installed. These engines are installed on, but not limited to, Boeing 747, Boeing 757, Boeing 767, Lockheed L-1011, and Tupolev Tu204 series airplanes.

Unsafe Condition

(d) This AD results from the FAA allowing certain affected disc assemblies that entered into service before 1990 that have a record of detailed inspections, to remain in service for a longer period than the previous AD allowed. We are issuing this AD to relax the compliance time for certain disc assemblies and track the disc life based on a detailed inspection rather than by its entry into service date, while continuing to prevent corrosion-induced uncontained disc assembly failure, resulting in damage to the airplane.

Compliance

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

Removal of HPC Stage 3 Disc Assemblies

(f) Remove from service affected HPC stage 3 disc assemblies identified in the following Table 1, using one of the following criteria:

Table 1. Affected HPC Stage 3 Disc Assemblies

Engine Model	Rework Band for Cyclic Life Accumulated On Disc Assemblies P/Ns LK46210 and LK58278 (Pre RR Service Bulletin (SB) No. RB.211-72-5420)	Rework Band for Cyclic Life Accumulated On Disc Assembly P/N LK67634 (Pre RR SB No. RB.211-72-5420)	Rework Band for Cyclic Life Accumulated On P/Ns LK76036, UL11706, UL15358, UL22577, UL22578, and UL24738 Disc Assemblies (Pre RR SB No. RB.211-72-9434)
-22B series	4,000-6,200	7,000-10,000	11,500-14,000
-535E4 series	N/A	N/A	9,000-15,000
-524B-02, B-B-02, B3-02, and B4 series, Pre and Post accomplishment of SB No. 72-7730	4,000-6,000	7,000-9,000	11,500-14,000
-524B2 and C2 series, Pre SB No. 72-7730	4,000-6,000	7,000-9,000	11,500-14,000
-524B2-B-19 and C2-B-19, SB No. 72-7730	4,000-6,000	7,000-9,000	8,500-11,000
-524D4 series, Pre SB No. 72-7730	4,000-6,000	7,000-9,000	11,500-14,000
-524D4-B series, SB No. 72-7730	4,000-6,000	7,000-9,000	8,500-11,000
-524G2, G3, H, and H2 series	4,000-6,000	7,000-9,000	8,500-11,000

(1) For disc assemblies that entered into service before 1990, remove disc assembly and rework as specified in paragraph (g)(2) of this AD, on or before January 4, 2007, but not to exceed the upper cyclic limit in Table 1 of this AD before rework. Disc assemblies reworked may not exceed the manufacturer's published cyclic limit in the time limits section of the manual.

(2) For disc assemblies that entered into service in 1990 or later, remove disc assembly within the cyclic life rework bands in Table 1 of this AD, or within 17 years after the date of the disc assembly entering into service, whichever is sooner, but not to exceed the upper cyclic limit of Table 1 of this AD before rework. Disc assemblies reworked may not exceed the manufacturer's published cyclic limit in the time limits section of the manual.

(3) For disc assemblies that when new, were modified with an application of anticorrosion protection and re-marked to P/N LK76036 (not previously machined) as specified by Part 1 of the

original issue of RR service bulletin (SB) No. RB.211-72-5420, dated April 20, 1979, remove RB211-22B disc assemblies before accumulating 10,000 cycles-in-service (CIS), and remove RB211-524 disc assemblies before accumulating 9,000 CIS.

(4) If the disc assembly date of entry into service cannot be determined, the date of disc assembly manufacture may be obtained from RR and used instead.

(5) Disc assemblies in RB211-535C operation are unaffected by the interim rework cyclic band limits in Table 1 of this AD, but must meet the calendar life requirements of either paragraph (f)(1) or (f)(2) of this AD, as applicable.

Optional Rework of HPC Stage 3 Disc Assemblies

(g) Rework HPC stage 3 disc assemblies that were removed in paragraph (f) of this AD as follows:

(1) For disc assemblies that when new, were modified with an application of anticorrosion protection and re-marked to P/N LK76036 (not previously machined) as specified by Part 1 of the original issue of RR SB RB.211-72-5420, dated April 20, 1979, rework disc assemblies and re-mark to either LK76034 or LK78814 using paragraph 2.B. of the Accomplishment Instructions of RR SB No. RB.211-72-5420, Revision 4, dated February 29, 1980. This rework constitutes terminating action to the removal requirements in paragraph (f) of this AD.

(2) For all other disc assemblies, rework using Paragraph 3.B. of the Accomplishment Instructions of RR SB No. RB.211-72-9434, Revision 4, dated January 12, 2000. This rework constitutes terminating action to the removal requirements in paragraph (f) of this AD.

(3) If rework is done on disc assemblies that are removed before the disc assembly reaches the lower life of the cyclic life rework band in Table 1 of this AD, artificial aging of the disc assembly to the lower life of the rework band, at time of rework, is required.

(4) Disc assemblies that entered into service before 1990 that have a record of detailed inspection are allowed to remain in service for 17 years from last overhaul inspection date but not to exceed the manufacturer's published cyclic limit in the time limits section of the manual.

Alternative Methods of Compliance

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

Related Information

(i) Civil Aviation Authority airworthiness directive 004-01-94, dated January 4, 2002, and RR Mandatory Service Bulletin No. RB.211-72-9661, Revision 5, dated December 22, 2006, pertain to the subject of this AD.

Material Incorporated by Reference

(j) You must use Rolls-Royce plc Service Bulletin No. RB.211-72-5420, Revision 4, dated February 29, 1980, and Rolls-Royce plc Service Bulletin No. RB.211-72-9434, Revision 4, dated January 12, 2000, to perform the rework required by this AD. The Director of the Federal Register previously approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of February 24, 2004 (69 FR 2661, January 20, 2004). You can get copies from Rolls-Royce plc, P.O. Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242424; fax: 011-44-1332-245-418. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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

Issued in Burlington, Massachusetts, on April 9, 2007.

Francis A. Favara,
Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E7-7032 Filed 4-13-07; 8:45 am]



2007-07-05 R1 Boeing: Amendment 39-15029. Docket No. FAA-2007-27898; Directorate Identifier 2007-NM-078-AD.

Effective Date

(a) The effective date of this AD is April 18, 2007.

Affected ADs

(b) This AD revises AD 2007-07-05.

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 of an air supply and cabin pressure controller (ASCPC) failure during flight. We are issuing this AD to prevent an ASCPC failure that could stop airflow into the airplane, inhibit the cabin altitude warning message, and cause an incorrect display of cabin altitude. These failures could result in depressurization of the airplane without warning.

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 to Determine Part Number (P/N) of the ASCPCs

(f) For all airplanes: Within 90 days after the effective date of this AD, perform an inspection of the left and right ASCPCs to determine the part number.

ASCPC Software Installation

(g) For airplanes on which any ASCPC having P/N 1152972-4 is found during the inspection required by paragraph (f) of this AD: Within 90 days after the effective date of this AD, install new ASCPC operational program software (OPS) in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-36A0026, Revision 1, dated February 8, 2007.

Installation of Certain OPS Prohibited

(h) As of the effective date of this AD, installation of OPS P/N 3673-GRS-101-00, P/N 3670-GRS-102-00, or P/N 3671-GRS-103-00 is prohibited.

(i) As of the effective date of this AD, no person may install an ASCPC, P/N 1152972-4, on any airplane, unless it has had ASCPC OPS version P/N 3676-GRS-104-00 or later installed in accordance with paragraph (g) of this AD.

Credit for Actions Done Using Previous Service Information

(j) Actions accomplished before the effective date of this AD in accordance with Boeing Alert Service Bulletin 777-36A0026, dated December 19, 2006, are considered acceptable for compliance with the corresponding actions specified in this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, Seattle Aircraft Certification Office, 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

(l) You must use Boeing Service Bulletin 777-36A0026, Revision 1, dated February 8, 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 on April 18, 2007 (72 FR 15820, April 3, 2007). 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 April 12, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 07-1936 Filed 4-16-07; 11:59 am]



2007-08-09 Short Brothers PLC: Amendment 39-15027. Docket No. FAA-2007-27866; Directorate Identifier 2007-NM-055-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 8, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all Shorts Model SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60 airplanes, certificated in any category.

Subject

- (d) Engine controls.

Reason

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

Following the identification of a failed propeller RPM (revolutions per minute) cable end fitting and an LP (low pressure) fuel lever cable end fitting on an SD3 aircraft, several subsequent occurrences of control cable end fittings (type MS21260) with signs of pitting corrosion or cracking have been reported to Bombardier Shorts. All reported instances being identified during ground maintenance inspections on the SD3 fleet. Bombardier Shorts have performed examinations on the failed cable end fittings and established the root cause of failure as stress corrosion cracking of the SAE-AISI 303 stainless steel material they are manufactured from, initiated by pitting corrosion on the surface. The root cause of the stress corrosion is sustained tensile stress in a corrosive (warm, humid and salty) atmosphere.

An analysis of the cable operated control systems installed on the SD3 aircraft types that use MS 21260 type end fittings has identified a number of potentially unsafe conditions due to a combination of failures that may result from this common mode cause.

The failure of certain control cables could result in the loss of certain critical systems. For example, the loss of the low pressure (LP) fuel control cable in combination with a single failure of a fuel condition control cable on the same engine can cause the loss of the capability to shut down the engine in the event of an engine fire.

Actions and Compliance

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

(1) Within 30 days after the effective date of this AD, inspect the affected cable assembly end fittings in accordance with the applicable service bulletin specified in Table 1 of this AD.

(2) If no pitting/corrosion or cracking is found, within 12 months after the inspection required by paragraph (f)(1) of this AD, and thereafter at intervals not to exceed 12 months, repeat the inspection of the cable assembly end fittings in accordance with the applicable service bulletin specified in Table 1 of this AD. Replacing the cable assembly with a new cable assembly in accordance with the applicable service bulletin terminates the repetitive inspection intervals of this paragraph for the replaced cable assembly.

(3) When pitting/corrosion or cracking is found during any inspection required by this AD, before further flight, replace the affected cable assembly with a new cable assembly in accordance with the applicable service bulletin specified in Table 1 of this AD.

(4) After any replacement done in accordance with paragraph (f)(2) or (f)(3) of this AD, repeat the inspection required by paragraph (f)(1) of this AD for the replaced cable assembly at intervals not to exceed 180 months.

(5) Do the actions in paragraphs (f)(1), (f)(2), (f)(3), and (f)(4) of this AD in accordance with the Accomplishment Instructions of the applicable Shorts Alert Service Bulletin listed in Table 1 of this AD.

Table 1 – Service Bulletins for Applicable Actions

Shorts Alert Service Bulletin	Revision Level	Date
SD3 Sherpa-76-A02	1	January 24, 2007
SD330-76-A09	1	January 24, 2007
SD360 Sherpa-76-A03	1	January 24, 2007
SD360-76-A12	1	January 24, 2007

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(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 (EASA) Emergency Airworthiness Directive 2007-0039-E, dated February 16, 2007, and the Shorts service information listed in Table 2 of this AD.

Table 2 – Related Information

Shorts Alert Service Bulletin	Revision Level	Date
SD3 Sherpa-76-A02	1	January 24, 2007
SD330-76-A09	1	January 24, 2007
SD360 Sherpa-76-A03	1	January 24, 2007
SD360-76-A12	1	January 24, 2007

Material Incorporated by Reference

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

Table 3 – Material Incorporated by Reference

Shorts Alert Service Bulletin	Page Number	Revision Level	Date
SD3 Sherpa-76-A02	1, 6	1	January 24, 2007
	2-5, 7-16	Original	January 10, 2007
SD330-76-A09	1, 6	1	January 24, 2007
	2-5, 7-19	Original	January 10, 2007
SD360 Sherpa-76-A03	1, 6	1	January 24, 2007
	2-5, 7-16	Original	January 10, 2007
SD360-76-A12	1, 6	1	January 24, 2007
	2-5, 7-16	Original	January 10, 2007

(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 Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland.

(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 April 6, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-7118 Filed 4-20-07; 8:45 am]



2007-09-03 LEARJET: Amendment 39-15033. Docket No. FAA-2007-27980; Directorate Identifier 2007-NM-066-AD.

Effective Date

(a) This AD becomes effective May 11, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Learjet Model 45 airplanes, certificated in any category; serial numbers 45-005 through 45-321, equipped with an auxiliary power unit (APU).

Unsafe Condition

(d) This AD results from reports of fuel leaking from the APU fuel shutoff valve into a flammable fluid fire protection area that is also interconnected with the main landing gear's wheel well bay. We are issuing this AD to prevent fuel leaking from the fuel shutoff valve of the APU, which could result in an uncontrollable fire and adversely affect the airplane's continued safe flight and landing.

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.

Deactivation of the APU and Removal of the APU Fuel Shutoff Valve

(f) Within 50 flight hours after the effective date of this AD, deactivate the APU, cap/plug the fuel lines to the APU, and remove the APU fuel shutoff valve, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A45-49-11, dated March 26, 2007.

Differences From the Service Information

(g) Although Bombardier Alert Service Bulletin A45-49-11, dated March 26, 2007, specifies to submit certain information to the manufacturer and send the APU fuel shutoff valve to Learjet, this AD does not include those requirements.

Special Flight Permit

(h) 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 accomplished, provided the APU is not used.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Wichita 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

(j) You must use Bombardier Alert Service Bulletin A45-49-11, dated March 26, 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 Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942, 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 April 16, 2007.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-7640 Filed 4-25-07; 8:45 am]