



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2008-03**

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## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
<b>Biweekly 2008-01</b>			
2007-26-07		Boeing	747-200B, 747-300, 747-400, 747-400D, and 747-400F
2007-26-16		Cessna	680
2007-26-20		Pratt & Whitney	Engine: PW4164, PW4168, and PW4168A
<b>Biweekly 2008-02</b>			
90-25-05R1	R 90-25-05	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
2004-07-22R1	R 2004-07-22	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
2007-23-12	COR	Boeing	707-100 long body, -200, -100B long body, and -100B short body, 707-300, -300B, -300C, and -400, 720 and 720B
2007-26-11		Intertechnique Zodiac Aircraft Systems	Appliance: Oxygen reserve cylinders
2007-26-14	S 2003-06-04	Airbus	A300 airplanes; and all Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2007-26-17	S 2006-10-04	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
2007-26-18		BAE Systems	BAe 146-100A, -200A, and -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2007-26-19	S 2004-26-10	Rolls-Royce Deutschland Ltd	Engine: Tay 611-8, Tay 620-15, Tay 650-15, and Tay 651-54, Tay 611-8C
2007-26-21		EMBRAER	EMB-120, -120ER, -120FC, -120QC, and -120RT
2008-01-02		Viking Air Limited	(Caribou) DHC-4 and (Caribou) DHC-4A
2008-01-03		Learjet	45
2008-01-04	S 2007-17-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-01-05	S 2004-15-16	Airbus	A310
2008-02-01		EMBRAER	EMB 135BJ
2008-02-02		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU, ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW
<b>Biweekly 2008-03</b>			
2008-02-05		Boeing	777-200 and -300
2008-02-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2008-02-08		McDonnell Douglas	717-200
2008-02-12		McDonnell Douglas	717-200
2008-02-13		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2008-02-14		Boeing	747-400, -400D, and -400F, 757-200, -200CB, and -200PF, 757-300, 767-200, -300, and -300F, 767-400ER
2008-02-15		Airbus	A319 and A320
2008-02-16		Boeing	767-200 and 767-300
2008-02-17	S 99-18-20	General Electric Company	CF6-50, -80A1/A3, and -80C2A
2008-02-19		Honeywell International Inc	Engine: TFE731-2C, -3B, -3BR, -3C, -3CR, -3D, -3DR, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, and -60
2008-03-03		Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2008-03-04		Airbus	A300 B4-600, A300 B4-600R, A300 C4-600R, and A300 F4-600R



**2008-02-05 Boeing:** Amendment 39-15335. Docket No. FAA-2006-25609; Directorate Identifier 2005-NM-263-AD.

**Effective Date**

- (a) This AD becomes effective February 27, 2008.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Boeing Model 777-200 and -300 series airplanes, certificated in any category, equipped with Rolls-Royce RB211 TRENT 800 engines.

**Unsafe Condition**

- (d) This AD results from reports of engine surges and internal engine damage due to ice accumulation during extended idle thrust operation in ground fog icing conditions. We are issuing this AD to prevent internal engine damage due to ice accumulation and shedding, which could cause a shutdown of both engines, and result in a forced landing 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.

**Airplane Flight Manual (AFM) Revision**

- (f) Within 14 days after the effective date of this AD, revise the Limitations Section of the Boeing 777 Airplane Flight Manual (AFM) to include the following statements. This may be done by inserting a copy of this AD in the AFM.

**"GROUND OPERATIONS IN FREEZING FOG WITH VISIBILITY OF 300 METERS OR LESS**

When freezing fog with visibility of 300 meters or less is reported and

- (a) The OAT is 0 degrees C to -6 degrees C then run up the engines to 50% N1 for 1 minute every 45 minutes taxi time, or
- (b) The OAT is -7 degrees C to -13 degrees C then run up the engines to 59% N1 for 1 minute for every 45 minutes taxi time, or
- (c) The OAT is colder than -13 degrees C and taxi time exceeds 45 minutes, there is no run-up procedure; the engines must be manually de-iced.

Regardless of temperature, if the core ice shedding procedure described above is not accomplished within 45 minutes total taxi time in freezing fog with visibility of 300 meters or less, but takeoff can be achieved within 60 minutes total taxi time in freezing fog with visibility of 300 meters or less, takeoff is permitted. A borescope inspection is required within 10 flights. Takeoff is not permitted if total taxi time in freezing fog with visibility of 300 meters or less exceeds 60 minutes without accomplishing the above core ice shed procedure. The engine core must be manually de-iced."

(g) When a statement identical to that in paragraph (f) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

### **Inspection for Ice**

(h) If takeoff is not accomplished in freezing fog, with visibility of 300 meters or less, within 60 minutes total taxi time, before further flight, perform an inspection for ice of the variable inlet guide vanes (VIGVs), inspect the low pressure compressor (fan) for ice, and ensure that all fan, spinner, air intake splitter fairing, and VIGV surfaces are free of ice after engine operation in freezing fog with visibility of 300 meters or less, in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO). One acceptable method of compliance is Chapter 12-33-03 of the Boeing 777 Airplane Maintenance Manual (AMM).

(1) If no ice is detected, the time already completed in freezing conditions can be reset to zero for subsequent operation.

(2) If any ice is detected, before further flight, manually de-ice the engine core inlet. Upon completion of the manual de-ice process, the fan, spinner, air intake splitter fairing, and VIGV surfaces must be free of ice and all residual water removed. Two acceptable methods to manually de-ice the engine can be found in Chapter 12-33-03 of the Boeing 777 AMM. At no time during the manual de-ice process should the temperature of the air supplied exceed 176 degrees Fahrenheit.

### **Borescope Inspection for Damage**

(i) For airplanes on which the core ice shedding procedure is not accomplished within 45 minutes total taxi time, but that achieve takeoff within 60 minutes total taxi time in freezing fog with visibility of 300 meters or less, regardless of temperature during ground operations in freezing fog with visibility of 300 meters or less: Within 10 flight cycles after takeoff, perform a borescope inspection to detect missing material of the intermediate pressure compressor (IPC) stage 1 blades. If any material is found to be missing, do a full borescope inspection of the IPC and high pressure compressor (HPC) before further flight. Do the actions in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. One acceptable method of compliance is to perform all applicable borescope inspections in accordance with Chapter 72-00-00 of the Boeing 777 AMM. If any damage is detected, further action in accordance with the current AMM limits must be taken before further flight.

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

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

(2) 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**

(k) None.

Issued in Renton, Washington, on January 10, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-843 Filed 1-22-08; 8:45 am]



**2008-02-07 Bombardier, Inc. (Formerly Canadair):** Amendment 39-15337. Docket No. FAA-2007-0185; Directorate Identifier 2007-NM-246-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective February 26, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Bombardier Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certified in any category, serial numbers 7003 through 7067 and 7069 through 7797.

**Subject**

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

**Reason**

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

Bombardier Aerospace has completed a system safety review of the CL-600-2B19 aircraft fuel system against new fuel tank safety standards introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were assessed using Transport Canada Policy Letter No. 525-001 to determine if mandatory corrective action is required.

The assessment showed that if the fuel boost pump reducer coupling is anodized, insufficient electrical bonding between the boost pump canister and the pressure pick-up line could occur. Insufficient electrical bonding between the boost pump canister and the pressure pick-up line, if not corrected, could result in arcing and potential ignition source inside the fuel tank during lightning strikes and consequent fuel tank explosion. To correct the unsafe condition, this directive mandates a detailed visual inspection of the fuel boost pump for the presence of anodized reducer couplings. All anodized couplings found are to be replaced with couplings having ion vapor deposition (IVD) coating.

## **Actions and Compliance**

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

(1) Within 5,000 flight hours after the effective date of this AD, carry out a detailed inspection for the presence of an anodized (blue color) fuel boost pump reducer coupling according to the Accomplishment Instructions of Bombardier Service Bulletin 601R-28-057, dated December 4, 2003.

(2) If the results of the inspection required by paragraph (f)(1) of this AD reveal that none of the fuel boost pump reducer couplings are anodized, no further action is required.

(3) If the results of the inspection required by paragraph (f)(1) of this AD reveal the presence of any anodized fuel boost pump reducer coupling, prior to further flight, replace the anodized coupling with a coupling having ion vapor deposition coating according to the Accomplishment Instructions of Bombardier Service Bulletin 601R-28-057, dated December 4, 2003.

## **FAA AD Differences**

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

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Rocco Viselli, Aerospace Engineer, Airframe and Propulsion Branch, ANE-171, FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone (516) 228-7331; fax (516) 794-5531. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

## **Related Information**

(h) Refer to MCAI Canadian Airworthiness Directive CF-2007-18, dated September 4, 2007; and Bombardier Service Bulletin 601R-28-057, dated December 4, 2003; for related information.

## **Material Incorporated by Reference**

(i) You must use Bombardier Service Bulletin 601R-28-057, dated December 4, 2003, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada.

(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 January 11, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-922 Filed 1-18-08; 8:45 am]



**2008-02-08 McDonnell Douglas:** Amendment 39-15338. Docket No. FAA-2007-29330; Directorate Identifier 2007-NM-199-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective February 26, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to McDonnell Douglas Model 717-200 airplanes, certificated in any category, as identified in Boeing Service Bulletin 717-28-0012, Revision 1, dated June 7, 2006.

**Unsafe Condition**

(d) This AD results from a fuel system review conducted by the manufacturer. We are issuing this AD to prevent improper bonding of the fill valves and defuel shutoff valve for the main fuel tanks and center wing tank, which, in combination with a lightning strike, could result in a fuel tank explosion and consequent loss 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.

**Electrical Bonding**

(f) Within 60 months after the effective date of this AD, accomplish the electrical bonding of the fill valves for the right and left main fuel tanks, the fill valve and pipe assembly for the center wing fuel tank, and the defuel shutoff valve, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 717-28-0012, Revision 1, dated June 7, 2006.

**Credit for Actions Done Using the Previous Service Information**

(g) Actions accomplished before the effective date of this AD in accordance with Boeing Service Bulletin 717-28-0012, dated April 16, 2004, are considered acceptable for compliance with the corresponding actions specified in paragraph (f) of this AD.

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

(h)(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**

(i) You must use Boeing Service Bulletin 717-28-0012, Revision 1, dated June 7, 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 January 11, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-926 Filed 1-18-08; 8:45 am]



**2008-02-12 McDonnell Douglas:** Amendment 39-15342. Docket No. FAA-2007-29329; Directorate Identifier 2007-NM-205-AD.

**Effective Date**

(a) This airworthiness directive (AD) is effective February 28, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to McDonnell Douglas Model 717-200 airplanes, certificated in any category; as identified in Boeing Service Bulletin 717-28-0007, Revision 1, dated September 23, 2003.

**Unsafe Condition**

(d) This AD results from a finding that a potential chafing condition exists in the volute assembly of the forward boost pump for the center fuel tank. We are issuing this AD to prevent chafing of the forward boost pump wiring that could lead to arcing to the inside of the 45-degree angle fitting, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss 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.

**Modification**

(f) Within 78 months after the effective date of this AD, modify the conduit for the forward fuel boost pump of the center fuel tank, by accomplishing all of the actions specified in Boeing Service Bulletin 717-28-0007, Revision 1, dated September 23, 2003.

**Credit for Actions Done According to Previous Issue of Service Bulletin**

(g) Actions done before the effective date of this AD in accordance with Boeing Service Bulletin 717-28-0007, dated August 22, 2002, are acceptable for compliance with the requirements of paragraph (f) of this AD provided that a leak check of the conduit is accomplished in accordance with Boeing 717 Airplane Maintenance Manual (AMM) Task 28-22-28-700-801, "Leak Test of the Fuel Pump Electrical Conduit."

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

(h)(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**

(i) You must use Boeing Service Bulletin 717-28-0007, Revision 1, dated September 23, 2003, 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 January 14, 2008.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-971 Filed 1-23-08; 8:45 am]



**2008-02-13 Boeing:** Amendment 39-15343. Docket No. FAA-2007-28884; Directorate Identifier 2007-NM-116-AD.

### **Effective Date**

(a) This airworthiness directive (AD) is effective February 28, 2008.

### **Affected ADs**

(b) None.

### **Applicability**

(c) This AD applies to all Boeing Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category.

### **Unsafe Condition**

(d) This AD results from a report of cracks at multiple locations on certain areas of the crown skin. We are issuing this AD to detect and correct fatigue cracks of the crown skin, which could result in rapid decompression of the airplane.

### **Compliance**

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

### **Repetitive Inspections and Repair**

(f) Before the accumulation of 66,000 total flight cycles, or within 3,500 flight cycles after the effective date of this AD, whichever occurs later, do an external high frequency eddy current inspection of the crown skin for cracks at stringer attachment holes between stringer 11 left and stringer 11 right and from body station (BS) 259.5 to BS 1183. Repair any crack found before further flight. Do the actions in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 727-53A0224, dated April 10, 2003, except as provided by paragraph (g) of this AD. Repeat the inspection at intervals not to exceed 3,500 flight cycles.

(g) Although Boeing Alert Service Bulletin 727-53A0224, dated April 10, 2003, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

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

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

(2) 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**

(i) You must use Boeing Alert Service Bulletin 727-53A0224, dated April 10, 2003, 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 January 14, 2008.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-1129 Filed 1-23-08; 8:45 am]



**2008-02-14 Boeing:** Amendment 39-15344. Docket No. FAA-2007-28973; Directorate Identifier 2007-NM-118-AD.

**Effective Date**

(a) This AD becomes effective February 28, 2008.

**Affected ADs**

(b) None.

**Applicability**

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

**Table 1 - Applicability**

<b>Model -</b>	<b>As Identified in Boeing Alert Service Bulletin -</b>
747-400, -400D, and -400F series airplanes	747-33A2280, Revision 1, dated September 25, 2003
757-200, -200CB, and -200PF series airplanes	757-33A0044, Revision 1, dated September 25, 2003
757-300 series airplanes	757-33A0045, Revision 1, dated September 25, 2003
767-200, -300, and -300F series airplanes	767-33A0087, Revision 1, dated September 25, 2003
767-400ER series airplanes	767-33A0088, including Appendix A, dated December 19, 2001

**Unsafe Condition**

(d) This AD results from a report indicating that the integrated drive generator (IDG) failed in flight due to possible switch malfunction. We are issuing this AD to ensure that certain lighted pushbutton switches in the flight compartment do not malfunction and cause the flightcrew to be unable to control critical airplane systems and continue safe airplane operation.

**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 References**

(f) The term "the service bulletin," as used in this AD, means the Accomplishment Instructions of the service bulletins listed in Table 1 of this AD, as applicable.

Note 1: The Boeing service bulletins refer to Korry Service Bulletin 433-33-05, dated July 23, 2001, as an additional source of service information for finding configuration 'D' switches, for replacing the switch master module with a configuration 'D' master module, and for doing various operational tests after the replacement.

### Component Service Bulletin References

(g) The Boeing service bulletins listed in Table 1 of this AD refer to the Boeing component service bulletins specified in Table 2 of this AD as additional sources of service information for replacing the switch or switch master module at critical locations, for doing operational tests after the replacement, and for identifying new panel part numbers.

**Table 2 - Boeing Component Service Bulletins: Secondary Sources of Service Information**

<b>Boeing Component Service Bulletin –</b>	<b>Date –</b>	<b>Model –</b>	<b>Critical Location –</b>
233N3203-21-01, Revision 1	September 25, 2003	757 airplanes	Equipment Cooling Panel
233N3204-30-02, Revision 1	September 25, 2003	757 airplanes	Anti-ice Panel
233N3206-28-02, Revision 1	September 25, 2003	757-200, -200CB, and -200PF series airplanes	Fuel Control Panel
233N3209-24-03, Revision 1	September 25, 2003	757 airplanes and 767-200, -300, and -300F series airplanes	Electrical Systems Panel
233N3211-24-02, Revision 1	September 25, 2003	757 airplanes and 767 airplanes	Battery/Standby Power Panel
233N3215-36-01, Revision 1	September 25, 2003	757 airplanes	Bleed Air Panel Assembly
233N3216-22-01, Revision 1	September 25, 2003	757 airplanes and 767 airplanes	Yaw Damper Panel Assembly
233N3219-33-01, including Appendix A	December 19, 2001	757-200, -200CB, and -200PF series airplanes	Emergency Lights/Passenger Oxygen Panel
233N3223-31-03, Revision 1	September 25, 2003	757 airplanes	Engine Start/Ram Air Turbine Panel Assembly
233N3224-73-01, Revision 1	September 25, 2003	757-200, -200CB, and -200PF series airplanes	Electronic Engine Control Power Panel Assembly
233N6203-26-10, Revision 1	September 25, 2003	757 airplanes and 767-200, -300, and -300F series airplanes	Auxiliary Power Unit/Cargo Fire Control Panel Assembly
233T3210-33-01, Revision 1	September 25, 2003	757 airplanes and 767 airplanes	Emergency Lights Panel

233T3215-24-01, including Appendix A	December 19, 2001	767-400ER series airplanes	Electrical Control Module Assembly
233T3235-28-05, Revision 1	September 25, 2003	767-200, -300, and -300F series airplanes	Fuel Management Panel Assembly
233T3236-21-05, Revision 1	September 25, 2003	767 airplanes	Temperature Control Panel
233T3237-36-04, Revision 1	September 25, 2003	767 airplanes	Bleed Air Control Panel
233T3241-30-03, Revision 1	September 25, 2003	757-200, -200CB, and -200PF series airplanes, and 767-200, -300, and -300F series airplanes	Wing and Engine Anti-ice Control Panel
233T3242-73-02, Revision 1	September 25, 2003	757 airplanes and 767-200, -300, and -300F series airplanes	Electronic Engine Control Panel
233T3244-74-03, Revision 1	September 25, 2003	767 airplanes	Engine Ignition and Start Control Panel
233T6211-26-01, including Appendix A	December 19, 2001	767-400ER series airplanes	Auxiliary Power Unit and Cargo Fire Control Module Assembly
233U3201-30-04, Revision 1	September 25, 2003	747-400, -400D, and -400F series airplanes	Rain Removal/ Anti-ice Module
233U3202-24-02, Revision 1	September 25, 2003	747-400, -400D, and -400F series airplanes	Electrical and Standby Power/ Auxiliary Power Unit Start Module
233U3203-36-01, Revision 1	September 25, 2003	747-400, -400D, and -400F series airplanes	Bleed Air Control Module
233U3206-28-01, Revision 1	September 25, 2003	747-400, -400D, and -400F series airplanes	Engine Ignition Control/Fuel Jettison Module
233U3208-22-02, Revision 1	September 25, 2003	747-400, -400D, and -400F series airplanes	Passenger Oxygen and Yaw Damper Module
233U3214-26-06, Revision 1	September 25, 2003	747-400, -400D, and -400F series airplanes	Fire Control Module
257U0002-32-04, including Appendix A	December 19, 2001	747-400, -400D, and -400F series airplanes	Landing Gear Actuator Control Lever Module Assembly

## **Inspection**

(h) Within 60 months after the effective date of this AD: Do a general visual inspection of the switches specified in paragraphs (h)(1), (h)(2), (h)(3), (h)(4), and (h)(5) of this AD, as applicable, to identify configuration 'D' master modules and the part number (P/N) of the switch, in accordance with the applicable service bulletin, except as provided by paragraph (i) of this AD.

Note 2: For the purposes of this AD, a general visual inspection is "A visual examination of a interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normal available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked."

(1) For Model 757-200, -200CB, and -200PF series airplanes: Switches identified in step 1 and step 3 of Figure 1 of Boeing Alert Service Bulletin 757-33A0044, Revision 1, dated September 25, 2003.

(2) For Model 757-300 series airplanes: Switches identified in step 1 of Figure 1 of Boeing Alert Service Bulletin 757-33A0045, Revision 1, dated September 25, 2003.

(3) For Model 767-200, -300, and -300F series airplanes: Switches identified in step 1 of Figure 1 of Boeing Alert Service Bulletin 767-33A0087, Revision 1, dated September 25, 2003.

(4) For Model 767-400ER series airplanes: Switches identified in step 1 of Figure 1 of Boeing Alert Service Bulletin 767-33A0088, dated December 19, 2001.

(5) For all airplanes: Switches identified for the panel assemblies specified in the applicable service bulletin.

## **Optional Inspection**

(i) Instead of doing the inspection required by paragraph (h) of this AD, operators may inspect the part number of the panel assemblies specified in paragraphs (i)(1) and (i)(2) of this AD, as applicable, at the time specified in paragraph (h) of this AD. If the part number is identified as a new part number in paragraph 2.E. "Existing Parts Accountability" or Appendix B of the applicable service bulletin, no further action is required. If the part number is not identified as a new part number, the inspection required by paragraph (h) of this AD must be done at the specified time.

(1) For switches identified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD: P3-1 and P10 panel assemblies, as applicable.

(2) For switches identified in paragraph (h)(5) of this AD: The panel assemblies identified in the applicable service bulletin.

## **Corrective Action**

(j) If during any inspection required by paragraph (h) of this AD, any switch is found that does not have a configuration 'D' switch master module and no switch part number specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD is found: Before further flight, do the actions specified in either paragraph (j)(1) or (j)(2) of this AD and do the part number revision, as applicable, specified in paragraph (j)(3) of this AD.

(1) Replace the switch with a switch specified in paragraph (j)(1)(i), (j)(1)(ii), or (j)(1)(iii) of this AD, in accordance with the applicable service bulletin, except as provided by paragraph (k) of this AD.

- (i) Switches having Boeing P/N S231T290-4201 through -4325 inclusive.
- (ii) Switches having Korry P/N 4336731004-4201 through -4325 inclusive.

Note 3: One-to-one switch correlation between the existing switches and the new part number switches can be found in Korry Service Bulletin 433-33-06, dated November 7, 2001.

- (iii) Switches that have a configuration 'D' master module.
- (2) Replace the switch master module with a new configuration 'D' master module in accordance with the applicable service bulletin.
- (3) If all switches on a panel assembly have a configuration 'D' master module or have a switch part number specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD: Revise the part number of the panel assembly in accordance with the applicable service bulletin.

(k) If during any inspection required by paragraph (h) of this AD, a configuration 'D' switch master module is found or the switch part number is specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD on all switches for a panel assembly: Before further flight, revise the part number of the panel assembly, in accordance with the applicable service bulletin.

### **Contact the FAA/Removal and Installation Procedures**

(l) If the applicable service bulletin specifies removal or installation of certain parts and does not specify removal or installation instructions: Before further flight, remove or install those parts according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, or by doing the actions specified in paragraph (l)(1) of this AD for removal or paragraph (l)(2) of this AD for installation, as applicable.

- (1) Remove the module/panel assembly by doing the actions specified in paragraphs (l)(1)(i), (l)(1)(ii), and (l)(1)(iii) of this AD.
  - (i) Hold the module/panel assembly in position and loosen the quick-release screws.
  - (ii) Carefully lower the module/panel assembly from the overhead panel.
  - (iii) Remove the electrical connectors attached to the rear of the module/panel assembly.
- (2) Install the module/panel assembly by doing the actions specified in paragraphs (l)(2)(i) and (l)(2)(ii) of this AD.
  - (i) Make sure that the module/panel assembly is correctly aligned, and connect the electrical connectors to the rear of the unit.
  - (ii) Carefully lift the module/panel assembly into position and install it with the quick-release screws.

### **Operational Tests**

(m) If any panel assemblies, switches, or master modules are replaced during any action required by this AD: Before further flight, do all applicable operational tests in accordance with the applicable service bulletin, except as provided by paragraph (n) of this AD.

(n) Where paragraph 3.B.14.b.(3) of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-33A2280, Revision 1, dated September 25, 2003, specifies procedures to do a test of the engine ignition control/fuel jettison module assembly, this AD requires that operators dry-motor the engine to remove the fuel from the tailpipe before doing the procedures in paragraph 3.B.14.b.(3). All fuel must be removed from the engine tailpipe before performing the test, because during the test the engine igniter will be energized.

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

(o) Actions accomplished before the effective date of this AD in accordance with Boeing Alert Service Bulletin 747-33A2280, 757-33A0044, 757-33A0045, or 767-33A0087, all dated December 19, 2001, are considered acceptable for compliance with the corresponding action specified in this AD, provided that the actions specified in this AD are done on the switches for the additional panel assemblies specified in Revision 1 of the service bulletin.

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

(p)(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.

## **Material Incorporated by Reference**

(q) You must use the service bulletins listed in Table 3 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 3 – Material Incorporated by Reference**

<b>Boeing Alert Service Bulletin -</b>	<b>Revision -</b>	<b>Dated -</b>
747-33A2280	1	September 25, 2003
757-33A0044	1	September 25, 2003
757-33A0045	1	September 25, 2003
767-33A0087	1	September 25, 2003
767-33A0088, including Appendix A	Original	December 19, 2001

Issued in Renton, Washington, on January 14, 2008.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-969 Filed 1-23-08; 8:45 am]



**2008-02-15 Airbus:** Amendment 39-15345. Docket No. FAA-2007-29170; Directorate Identifier 2007-NM-075-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective February 28, 2008.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Airbus Model A319 and A320 series airplanes, certificated in any category, all certified models, all serial numbers (MSN); except airplanes identified in paragraphs (c)(1) and (c)(2) of this AD. Model A320 series airplanes MSN 2164 through MSN 2688 that have partially received Airbus Modification 33421 in production are affected by the requirements of this AD.

(1) Model A319 series airplanes that have received Airbus Modifications 28238, 28162, and 28342 in production, or Airbus Modification 33421 in production.

(2) Model A320 series airplanes that have received Airbus Modification 33421 fully embodied in production.

**Subject**

- (d) Air Transport Association (ATA) of America Code 57: Wings.

**Reason**

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

Some taperlocks used in the wing-to-fuselage junction at rib 1 were found to be non-compliant with the applicable specification, resulting in a loss of pre-tension in the fasteners. In such conditions, the structural integrity of the aircraft could be affected.

This Airworthiness Directive mandates a repetitive internal inspection of the lower stiffeners, and a repetitive external inspection of the lower panels in center and outer wing box at level of rib 1 junction.

The corrective action includes contacting Airbus for repair instructions and repair if any crack is found.

## **Actions and Compliance**

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

(1) For A320-200 aircraft: Before the defined threshold or within the defined grace period after the effective date of this AD, whichever occurs later, as listed in paragraph 1.E., "Compliance," of Airbus Service Bulletin A320-57-1129, Revision 02, dated July 17, 2007, and following the instructions given in the service bulletin, perform an internal ultrasonic inspection of the lower stiffeners in the center and outer wing box at the level of the rib 1 junction to detect cracks, and if any crack is found, before further flight contact Airbus for repair instructions and repair. Repeat this inspection at the intervals defined in paragraph 1.E., "Compliance," of the service bulletin. Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A320-57-1129, Revision 01, dated July 28, 2006, are acceptable for compliance with the corresponding actions of this paragraph.

(2) For all aircraft: Before the defined threshold or within the defined grace period after the effective date of this AD, whichever occurs later, as listed in paragraph 1.E., "Compliance," of Airbus Service Bulletin A320-57-1130, Revision 02, dated July 17, 2007, and following the instructions given in the service bulletin, perform an external ultrasonic inspection of the lower stiffeners in the center and outer wing box at the level of the rib 1 junction to detect cracks, and if any crack is found, before further flight contact Airbus for repair instructions and repair. Repeat this inspection at the intervals defined in paragraph 1.E., "Compliance," of the service bulletin. Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A320-57-1130, dated September 10, 2004; or Revision 01, dated July 28, 2006; are acceptable for compliance with the corresponding actions of this paragraph.

(3) Modification of the aircraft in accordance with the instructions contained in Airbus Service Bulletins A320-57-1131, A320-57-1137, or A320-57-1140, all dated November 21, 2006; terminates the repetitive inspection requirements of this AD.

## **FAA AD Differences**

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

(1) Although the MCAI or service information does not specify a compliance time for corrective action (repair of cracks), paragraphs (f)(1) and (f)(2) of this AD require that the corrective action be done before further flight.

(2) Although the MCAI and/or service information specify a compliance time for accomplishing the inspections after the effective date of the MCAI, this AD requires compliance within the specified compliance time after the effective date of this AD.

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, 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 2007-0067R1, dated June 7, 2007; and Airbus Service Bulletins A320-57-1129 and A320-57-1130, both Revision 02, both dated July 17, 2007; for related information.

### Material Incorporated by Reference

(i) You must use the 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>
A320-57-1129, including Appendix 01	02	July 17, 2007
A320-57-1130, including Appendix 01	02	July 17, 2007
A320-57-1131, including Appendix 01 and excluding Appendix 02	Original	November 21, 2006
A320-57-1137, including Appendix 01 and excluding Appendix 02	Original	November 21, 2006
A320-57-1140, including Appendix 01 and excluding Appendix 02	Original	November 21, 2006

Issued in Renton, Washington, on January 14, 2008.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-970 Filed 1-23-08; 8:45 am]



**2008-02-16 Boeing:** Amendment 39-15346. Docket No. FAA-2007-28375; Directorate Identifier 2007-NM-015-AD.

### **Effective Date**

- (a) This AD becomes effective February 28, 2008.

### **Affected ADs**

- (b) None.

### **Applicability**

(c) This AD applies to Model 767-200 and 767-300 series airplanes, certificated in any category; as identified in Boeing Service Bulletin 767-21A0167, Revision 1, dated December 19, 2006; excluding variable number VK031.

### **Unsafe Condition**

(d) This AD results from reports of duct assemblies in the environmental control system (ECS) with burned Boeing Material Specification (BMS) 8-39 polyurethane foam insulation. This AD also results from a report from the airplane manufacturer that airplanes were assembled with duct assemblies in the ECS wrapped with BMS 8-39 polyurethane foam insulation, a material of which the fire retardant properties deteriorate with age. We are issuing this AD to prevent a potential electrical arc from igniting the BMS 8-39 polyurethane foam insulation on the duct assemblies or the ECS, which could propagate a small fire and lead to a larger fire that might spread throughout the airplane through the ECS.

### **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.

### **ECS Duct Assembly Rework**

(f) Except as provided by paragraph (g) of this AD, within 72 months after the effective date of this AD, rework the duct assemblies in the ECS for the air distribution system at sections 41, 45, and 46; the Gasper air system at sections 41, 43, 45, and 46; the forward electronic and electrical (E/E) compartment air supply; and the instrument panel cooling supply; in accordance with the Accomplishment Instructions and Appendices A and B of Boeing Service Bulletin 767-21A0167, Revision 1, dated December 19, 2006.

### **Optional Part Installed**

(g) If an affected duct assembly having a part number other than part number 217T2109-12, or a part number other than any part number specified in the applicable figure of Boeing Service Bulletin 767-21A0167, Revision 1, dated December 19, 2006, is found installed, and that part number is listed as an optional part number in the table in paragraph 3.B.2., "Optional Part Table," of the Accomplishment Instructions of the service bulletin: No rework is required for that duct assembly only.

### **Parts Installation**

(h) As of the effective date of this AD, no person may install on any airplane an air distribution system, Gasper air system, forward E/E compartment air supply, or instrument panel cooling supply duct assembly with BMS 8-39 polyurethane foam insulation.

### **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 Boeing Service Bulletin 767-21A0167, Revision 1, dated December 19, 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 January 14, 2008.

Stephen P. Boyd,

Assistant Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-972 Filed 1-23-08; 8:45 am]



**2008-02-17 General Electric Company:** Amendment 39-15347. Docket No. FAA-2007-0053; Directorate Identifier 98-ANE-54-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective February 28, 2008.

### **Affected ADs**

- (b) This AD supersedes AD 99-18-20, Amendment 39-11286.

### **Applicability**

(c) This AD applies to General Electric Company (GE) CF6-50, -80A1/A3, and -80C2A series turbofan engines. These engines are installed on Airbus A300, A300-600, and A310 series airplanes.

### **Unsafe Condition**

(d) This AD results from refined safety analyses performed on the thrust reverser systems by GE and Airbus. We are issuing this AD to prevent inadvertent in-flight thrust reverser deployment, which can result in loss of control 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.

### **Initial Inspection for CF6-50 Series Turbofan Engines**

(f) For CF6-50 series turbofan engines, perform initial thrust reverser inspections using Section 2, Accomplishment Instructions, of Middle River Aircraft Systems (MRAS) Alert Service Bulletin (ASB) No. CF6-50 S/B 78A3001, Revision 4, dated August 30, 2007, as follows:

(1) On Airbus A300 series airplanes with a Three Light Reverser Indication Circuit configuration, and without thrust reverser actuation system (TRAS) locks installed, perform the initial inspections and checks within 1,500 hours time-in-service (TIS) after the effective date of this AD.

(2) On Airbus A300 series airplanes with a Three Light Reverser Indication Circuit configuration, and with TRAS locks installed, perform the initial inspections and checks within 7,000 hours TIS after the effective date of this AD.

(3) On Airbus A300 series airplanes with a Two Light Reverser Indication Circuit configuration, and without TRAS locks installed, perform the initial inspections and checks within 1,500 hours TIS after the effective date of this AD.

(4) On Airbus A300 series airplanes with a Two Light Reverser Indication Circuit configuration, and with TRAS locks installed, perform the initial inspections and checks within 7,000 hours TIS after the effective date of this AD.

### **Repetitive Inspections for CF6-50 Series Turbofan Engines**

(g) For CF6-50 series turbofan engines, perform repetitive thrust reverser inspections using Section 2, Accomplishment Instructions, of MRAS ASB No. CF6-50 S/B 78A3001, Revision 4, dated August 30, 2007, as follows:

(1) On Airbus A300 series airplanes with a Three Light Reverser Indication Circuit configuration, and without TRAS locks installed, perform repetitive inspections and checks at the following:

(i) Within every 2,500 hours time-since-last-inspection (TSLI), perform paragraph 2.D., Translating Cowl Air Seal, Dagmar Fairing and Aft Frame Inspection; and paragraph 2.I., Fan Reverser Operational Check.

(ii) Within every 6,000 hours TSLI, perform paragraph 2.C., Pneumatic Drive Motor (PDM) Disc Brake Holding Torque Check; paragraph 2.E., Feedback Rod to Yoke Alignment Check and Inspection of Feedback Yoke and Feedback Rod; paragraph 2.F., Translating Cowl Auto Re-Stow Function Check; and paragraph 2.I., Fan Reverser Operational Check.

(2) Within every 7,000 hours TSLI on Airbus A300 series airplanes with a Three Light Reverser Indication Circuit configuration, and with TRAS locks installed, perform repetitive inspections and checks.

(3) On Airbus A300 series airplanes with a Two Light Reverser Indication Circuit configuration, and without TRAS locks installed, perform repetitive inspections and checks at the following:

(i) Within every 2,500 hours TSLI, perform paragraph 2.D., Translating Cowl Air Seal, Dagmar Fairing and Aft Frame Inspection; and paragraph 2.I., Fan Reverser Operational Check.

(ii) Within every 6,000 hours TSLI, perform paragraph 2.C., Pneumatic Drive Motor (PDM) Disc Brake Holding Torque Check; paragraph 2.E., Feedback Rod to Yoke Alignment Check and Inspection of Feedback Yoke and Feedback Rod; paragraph 2.G., Translating Cowl Auto Re-Stow Function Check; paragraph 2.H., Over Pressure Shutoff Valve (OPSOV) Indication Check; and paragraph 2.I., Fan Reverser Operational Check.

(4) On Airbus A300 series airplanes with a Two Light Reverser Indication Circuit configuration, and with TRAS locks installed, perform repetitive inspections and checks within every 7,000 hours TSLI.

### **Initial and Repetitive Inspections for CF6-80A1/A3 Series Turbofan Engines**

(h) For CF6-80A1/A3 series turbofan engines installed on Airbus A310-200 airplanes, perform initial and repetitive thrust reverser inspections using Section 2, Accomplishment Instructions, of MRAS ASB No. CF6-80A1/A3 S/B 78A1002, Revision 5, dated July 19, 2007, at the following:

(1) For initial inspection, within 1,500 hours TIS after the effective date of this AD.

(2) For repetitive inspections, within every 7,000 hours TSLI.

### **Initial Inspection for CF6-80C2A Series Turbofan Engines**

(i) For CF6-80C2A series turbofan engines, perform initial thrust reverser inspections using Section 2, Accomplishment Instructions, of MRAS ASB No. CF6-80C2A1/A2/A3/A5/A8/A5F S/B 78A1015, Revision 7, dated August 30, 2007, at the following:

(1) On Airbus A300-600 and A310 series airplanes with left-hand and right-hand reverser halves that do not have the double/backup P-seal introduced by MRAS SB No. CF6-80C2 S/B 78A1005,

and that do not have locking actuator assemblies (LAAs) installed, within 600 hours TIS after the effective date of this AD.

(2) On Airbus A300-600 and A310 series airplanes with left-hand and right-hand reverser halves that have the double/backup P-seal introduced by MRAS SB No. CF6-80C2 S/B 78A1005, or that have LAAs installed, within 7,000 hours TIS after the effective date of this AD.

### **Directional Pilot Valve (DPV) Pressure Switch Check on Airbus Airplanes With CF6-80C2A5F Engines Is Not Applicable**

(3) The DPV pressure switch check per paragraph 2.F. is not applicable to Airbus airplanes with CF6-80C2A5F left-hand and right-hand fan reverser halves (model ES-CF6-5), because this check is performed through the full authority digital electronic control fault detection system.

### **Repetitive Inspections for CF6-80C2A Series Turbofan Engines**

(j) For CF6-80C2A series turbofan engines, perform repetitive thrust reverser inspections using Section 2, Accomplishment Instructions, of MRAS ASB No. CF6-80C2A1/A2/A3/A5/A8/A5F S/B 78A1015, Revision 7, dated August 30, 2007, at the following:

(1) On Airbus A300-600 and A310 series airplanes with left-hand and right-hand reverser halves that do not have the double/backup P-seal, introduced by MRAS SB No. CF6-80C2 S/B 78A1005, and that do not have LAAs installed, within every 600 hours TSLI.

(2) On Airbus A300-600 and A310 series airplanes with left-hand and right-hand reverser halves that have the double/backup P-seal, introduced by MRAS SB No. CF6-80C2 S/B 78A1005, or that have LAAs installed, within every 7,000 hours TSLI.

### **Engines That Fail an Inspection or Check**

(k) On engines that fail an inspection or check required by this AD, perform corrective actions or deactivate the fan reverser per Section 2, Accomplishment Instructions, of the applicable MRAS ASB, before further flight.

### **Previous Credit**

(l) Initial and repetitive inspections and checks of the thrust reverser actuation systems done before the effective date of this AD that use the following ASBs, comply with the requirements specified in this AD:

(1) MRAS ASB No. CF6-50 S/B 78A3001, Revision 2, dated December 18, 1997; and MRAS ASB No. CF6-50 S/B 78A3001, Revision 3, dated May 3, 2006.

(2) MRAS ASB No. CF6-80A1/A3 S/B 78A1002, Revision 3, dated January 21, 1999; and MRAS ASB No. CF6-80A1/A3 S/B 78A1002, Revision 4, dated May 3, 2006.

(3) MRAS ASB No. CF6-80C2 S/B 78A1015, Revision 5, dated January 21, 1999; and MRAS ASB No. CF6-80C2A1/A2/A3/A5/A8/A5F S/B 78A1015, Revision 6, dated May 3, 2006.

### **Alternative Methods of Compliance**

(m) The Manager, Engine Certification Office, FAA, 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

(n) France AD 1999-422-IMP(B), dated October 20, 1999, also pertains to the subject of this AD.

(o) Contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: Robert.green@faa.gov; telephone (781) 238-7754; fax (781) 238-7199, for more information about this AD.

(p) You must use the service information specified in Table 1 of this AD to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Middle River Aircraft Systems, Mail Point 46, 103 Chesapeake Park Plaza, Baltimore, MD, 21220, attn: Warranty Support, telephone: (410) 682-0094, fax: (410) 682-0100 for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**Table 1 – Incorporation by Reference**

<b>Middle River Aircraft Systems Alert Service Bulletin No.</b>	<b>Page</b>	<b>Revision</b>	<b>Date</b>
CF6-50 S/B 78A3001	All	4	August 30, 2007
Total Pages: 50			
CF6-80A1/A3 S/B 78A1002	All	5	July 19, 2007
Total Pages: 38			
CF6-80C2A1/A2/A3/A5/A8/A5F S/B 78A1015	All	7	August 30, 2007
Total Pages: 36			

Issued in Burlington, Massachusetts, on January 15, 2008.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E8-975 Filed 1-23-08; 8:45 am]



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**2008-02-19 Honeywell International Inc. (formerly AlliedSignal Inc. and Garrett Turbine Engine Co.):** Amendment 39-15349. Docket No. FAA-2007-27891; Directorate Identifier 2007-NE-14-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective March 6, 2008.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Honeywell International Inc. (Honeywell) TFE731-2C, -3B, -3BR, -3C, -3CR, -3D, -3DR, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, and -60 series turbofan engines with certain high pressure (HP) turbine rotor discs part numbers and serial numbers. These engines are installed on, but not limited to, the following airplanes:

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Avions Marcel Dassault Mystere-Falcon 10 and 50 Series

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Cessna Model 650; Citations III, VI, and VII

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Dassault-Aviation 20, 50, 50EX, 900, MF900, and 900EX (900DX) Series

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Gulfstream Aerospace LP (formerly IAI) 1125 Westwind Astra, Astra SPX, Gulfstream 100 Series

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Israel Aircraft Industries (IAI) 1124 Series (Westwind 1124)

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Learjet 31, 35, 36, 45 (or Learjet 40), and 55 Series

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Lockheed-Georgia 3329-25 Series (731 Jetstar, Jetstar II)

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Raytheon Corporate Jets (formerly British Aerospace) Hawker 800 and 850 Series

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Sabreliner NA-265-65 (Sabreliner 65)

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**Unsafe Condition**

(d) This AD results from the manufacturer's report that some HP turbine rotor discs received improperly machined radii in the root of the forward and aft curvic teeth during manufacture. We are issuing this AD to prevent uncontained failure of the HP turbine rotor assembly, which could result 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.

### **TFE731-2C, -3B, -3BR, -3C, -3CR, -3D, -3DR, -4R, -5AR, -5BR, and -5R Series Turbofan Engines**

(f) For TFE731-2C, -3B, -3BR, -3C, -3CR, -3D, -3DR, -4R, -5AR, -5BR, and -5R series turbofan engines, remove HP turbine rotor assemblies from service containing HP turbine rotor discs, part number (P/N) 3075772-1, having any serial number (SN) in Table 1 of Honeywell Service Bulletin (SB) No. TFE731-72-3720, dated July 5, 2006. Use the following drawdown schedule:

(1) For HP turbine discs with 4,200 cycles-since-new (CSN) or more on the effective date of this AD, remove HP turbine rotor assemblies within 100 cycles-in-service (CIS) after the effective date of this AD.

(2) For HP turbine discs with fewer than 4,200 CSN on the effective date of this AD, remove HP turbine rotor assemblies at the next access to the HP turbine rotor discs, but not to exceed 4,300 CSN.

### **TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, and -60 Series Turbofan Engines**

(g) For TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, and -60 series turbofan engines, remove HP turbine rotor assemblies from service containing HP turbine rotor discs, P/N 3060841-1, having any SN in Table 1 of Honeywell Alert SB No. TFE731-A72-5185, dated July 5, 2006. Use the following drawdown schedule:

(1) For HP turbine discs with 3,200 CSN or more on the effective date of this AD, remove HP turbine rotor assemblies within 100 CIS after the effective date of this AD.

(2) For HP turbine discs with fewer than 3,200 CSN on the effective date of this AD, remove HP turbine rotor assemblies at the next access to the turbine rotor discs, but not to exceed 3,300 CSN.

### **For All Engines**

(h) HP turbine rotor discs removed per paragraphs (f) and (g) of this AD must pass a curvic root radius inspection performed by Honeywell Engines, Systems and Services, Phoenix, Arizona, Certificate Repair Station No. ZN3R030M, before the discs are eligible for reinstallation in an engine.

(i) For the purposes of this AD, access to the HP turbine rotor discs is defined as the removal of the HP turbine rotor assembly from the engine.

### **Alternative Methods of Compliance**

(j) The Manager, Los Angeles Aircraft 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**

(k) Contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; e-mail: joseph.costa@faa.gov; telephone: (562) 627-5246; fax: (562) 627-5210, for more information about this AD.

(l) For more information regarding the engine manufacturer's accomplishment instructions or material information, refer to Honeywell Alert SB No. TFE731-A72-5185, dated July 5, 2006, and SB No. TFE731-72-3720, dated July 5, 2006.

(m) Also, for technical support regarding the curvic root dimensional inspection criteria, contact the Technical Operations Center: telephone: (800) 601-3099 (U.S.) or (602) 365-3099 (International) and press option 9; e-mail: AeroTechSupport@Honeywell.com; or fax: (602) 365-3343.

### **Material Incorporated by Reference**

(n) You must use Table 1 of Honeywell Alert Service Bulletin No. TFE731-A72-5185, dated July 5, 2006, or Table 1 of Honeywell Service Bulletin No. TFE731-72-3720, dated July 5, 2006, as applicable, to determine SN applicability of HP turbine rotor discs requiring removal by this AD. The Director of the Federal Register approved the incorporation by reference of these service bulletins in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Honeywell Technical Publications and Distribution, M/S 2101-201, P.O. Box 52170, Phoenix, AZ 85072-2170; telephone: (602) 365-2493 (General Aviation), (602) 365-5535 (Commercial Aviation), fax: (602) 365-5577 (General Aviation and Commercial Aviation) for a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on January 16, 2008.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E8-1238 Filed 1-30-08; 8:45 am]



**2008-03-03 Empresa Brasileira de Aeronautica S.A. (EMBRAER):** Amendment 39-15352.  
Docket No. FAA-2008-0051; Directorate Identifier 2008-NM-001-AD.

### **Effective Date**

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

### **Affected ADs**

- (b) None.

### **Applicability**

(c) This AD applies to EMBRAER Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes; certificated in any category; as identified in EMBRAER Alert Service Bulletin 145-27-A106, Revision 02, dated December 28, 2007.

### **Unsafe Condition**

(d) This AD results from a report indicating that an airplane did not rotate in response to the command from the yoke during take-off, which resulted in a rejected takeoff. We are issuing this AD to detect and correct discrepancies of the elevator control system, which could result in reduced control of the elevators 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.

### **Part I: One-Time Inspections and Movements**

(f) Within 20 flight hours after the effective date of this AD, do a one-time detailed inspection of the components and general visual inspection of the lower skin of the elevators, and observation of the movement of the elevator control surfaces, by accomplishing all the applicable actions specified in Part I of the Accomplishment Instructions of the EMBRAER Alert Service Bulletin 145-27-A106, Revision 02, dated December 28, 2007, unless the terminating actions specified in paragraph (1) of this AD have been done.

(1) If no structural damage or abnormal operation is detected, regardless of observed wind velocity, no further action is required by this paragraph.

(2) If any structural damage or abnormal operation is detected, regardless of observed wind velocity, before further flight, do the detailed visual and general visual inspections and measurements (related investigative action) by accomplishing all the applicable actions specified in Part I of the Accomplishment Instructions of the service bulletin.

Note 1: EMBRAER Alert Service Bulletin 145-27-A106, Revision 02, dated December 28, 2007, refers to Task 05-50-26-200-802-A, dated March 28, 2006, of Chapter 5-50-26 of EMBRAER EMB 145 Aircraft Maintenance Manual, as an additional source of service information for accomplishing the corresponding inspections and measurements required by paragraphs (f)(2), (h)(2), and (j) of this AD.

(g) Actions done before the effective date of this AD in accordance with the Accomplishment Instructions of EMBRAER Alert Service Bulletin 145-27-A106, dated December 23, 2007; or Part I of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 145-27-A106, Revision 01, dated December 27, 2007; are acceptable for compliance with the corresponding requirements of paragraphs (f) and (f)(2) of this AD only.

## **Part II: Daily Movements and Inspections**

(h) Prior to first flight of the day after accomplishing all the actions required by paragraph (f) of this AD, or within 10 flight hours after the effective date of this AD, whichever occurs later, do the observation of the movements of the elevator control surfaces and general visual inspection from the ground by accomplishing all the applicable actions specified in Part II of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 145-27-A106, Revision 02, dated December 28, 2007, except as required by paragraph (i) of this AD, until the terminating actions specified in paragraph (l) of this AD are done.

(1) If no structural damage or abnormal operation is detected, repeat the movement observations and inspections thereafter prior to first flight of each day of operation.

(2) If any structural damage or abnormal operation is detected, before further flight, do the related investigative actions by accomplishing all the applicable actions specified in Part II of the Accomplishment Instructions of the service bulletin. Repeat the movement observations and inspections thereafter prior to first flight of each day of operation.

(i) Where paragraph 3.C.(1)(a) of the Accomplishment Instructions of the service bulletin specifies that the general visual inspection is performed by a checker, this AD requires that the inspection be done by an authorized person identified in section 43.3 of the Federal Aviation Regulations (14 CFR 43.3).

## **Part III: Repetitive Inspections and Movements**

(j) At the applicable times specified in Table 1 of this AD, do the actions specified in Table 1 of this AD by accomplishing all the applicable actions specified in Part III of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 145-27-A106, Revision 02, dated December 28, 2007. Repeat the applicable actions thereafter at intervals not to exceed 600 flight hours until the terminating actions specified in paragraph (l) of this AD are done; except if the gust lock position and wind conditions specified in paragraph (j)(2) or (j)(3) of this AD occur within that time, the repeat inspection must be done before further flight.

**Table 1 – Repetitive inspections, movements, and measurements, as applicable**

<b>For airplanes parked on the ground with the gust lock –</b>	<b>Do the following actions –</b>
(1) Engaged and the airplane is exposed to winds of less than 50 knots	Within 600 flight hours after accomplishing all the actions required by paragraph (f) of this AD, do the general visual inspection of the upper and lower skins of the elevators, observation of the movements of the elevator control surface, and all applicable related investigative actions. Do all applicable related investigative actions before further flight.
(2) Engaged and the airplane is exposed to any winds of 50 knots or more	Before further flight, do the general visual inspection of the upper and lower skins of the elevators, observation of the movements of the elevator control surface, and all applicable related investigative actions.
(3) Disengaged, regardless of wind velocity	Before further flight, do the detailed visual and general visual inspections and measurements to detect discrepancies of components of the elevator control system.

### **Corrective Actions**

(k) If any discrepancy is detected during any detailed inspection, general visual inspection, or measurement of components of the elevator control system, or applicable related investigative action required by paragraph (f)(2), (h)(2), or (j) of this AD, before further flight, repair it using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Agência Nacional de Aviação Civil (ANAC) (or its delegated agent).

### **Optional Terminating Action**

(l) Accomplishing the actions required by paragraph (c)(1) or (c)(2), as applicable, of AD 2005-26-15, amendment 39-14436, terminates the requirements of this AD.

### **Reporting**

(m) Submit a report of any findings of damage or discrepancy found during any inspection required by this AD to the Manager, International Branch, ANM-116, FAA, or to EMBRAER Technical Support Engineering, fax +55-12-3927-2428; e-mail [structure@embraer.com.br](mailto:structure@embraer.com.br); or Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343-CEP 12.225, Sao Jose dos Campos-SP, Brazil; at the applicable time specified in paragraph (m)(1) or (m)(2) of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane. 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 10 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

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

(n)(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**

(o) None.

### **Material Incorporated by Reference**

(p) You must use EMBRAER Alert Service Bulletin 145-27-A106, Revision 02, dated December 28, 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 Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343-CEP 12.225, Sao Jose dos Campos-SP, Brazil, 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 January 18, 2008.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-1459 Filed 1-29-08; 8:45 am]



**2008-03-04 Airbus:** Amendment 39-15353. Docket No. FAA-2007-0172; Directorate Identifier 2007-NM-225-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective March 6, 2008.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airbus Model A300 B4-600 series airplanes (without trim tank), all serial numbers, certificated in any category, except airplanes on which Airbus Modifications 12226, 12365, 12490, and 12308 have been incorporated in production, or Airbus Service Bulletins A300-28-6064, Revision 01, dated April 3, 2007; and A300-28-6068, dated July 20, 2005; have been performed in service.

(2) Airbus Model A300 B4-600R, A300 C4-600R, and A300 F4-600R series airplanes (fitted with a trim tank), all serial numbers, certificated in any category, except airplanes on which Airbus Modifications 12226, 12365, 12490, 12308, 12294, and 12476 have been incorporated in production, or on which the service bulletins listed in paragraphs (c)(2)(i), (c)(2)(ii), and (c)(2)(iii) of this AD have been performed in service.

- (i) Airbus Service Bulletin A300-28-6064, Revision 01, dated April 3, 2007.

- (ii) Airbus Service Bulletin A300-28-6068, dated July 20, 2005.

(iii) Airbus Service Bulletin A300-28-6077, dated July 25, 2005; or A300-28-6077, Revision 01, dated October 26, 2006.

**Subject**

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

**Reason**

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

[T]he FAA has published SFAR 88 (Special Federal Aviation Regulation 88). In their letters referenced 04/00/02/07/01-L296, dated March 4th, 2002 and 04/00/02/07/03-L024, dated February 3rd, 2003, the JAA (Joint Aviation Authorities) recommended the application of a similar regulation to the National Aviation Authorities (NAA).

Under this regulation, all holders of type certificates for passenger transport aircraft with either a passenger capacity of 30 or more, or a payload capacity of 7,500 pounds (3402 kg) or more, which have received their certification since January 1st, 1958, are required to conduct a design review against explosion risks.

The replacement of some types of P-clips and improvement of the electrical bonding of the equipment in the fuel tanks are rendered mandatory by this AD.

Note: Initially, EASA AD 2006-0325, which addresses the same unsafe condition, also applied to A300-600 aircraft. The approval holder subsequently introduced additional work at revision 1 of SB (service bulletin) A300-28-6064 applicable to A300-600 aircraft. [On September 21, 2007, the FAA issued parallel AD 2007-20-04 for only Airbus Model A300 Airplanes and Model A310 Airplanes, which was published in the Federal Register (72 FR 56258, October 3, 2007).]

As a result, AD 2006-0325 has been revised to remove A300-600 aircraft from applicability, and this new AD applicable to A300-600 aircraft is issued.

The unsafe condition is damage to wiring in the wing, center, and trim fuel tanks, due to failed P-clips used for retaining the wiring and pipes, which could result in a possible fuel ignition source in the wing, center, or trim fuel tanks. The corrective action is checking the electrical bonding points of certain equipment in the center fuel tank for the presence of a blue coat and doing related investigative and corrective actions if necessary. The related investigative action is to measure the electrical resistance between the equipment and structure, if a blue coat is not present. The corrective action is to electrically bond the equipment, if the measured resistance is greater than 10 milliohms. The corrective action also includes installing new bonding leads and electrical bonding points on certain equipment in the left and right wing fuel tanks and center fuel tank.

## **Actions and Compliance**

(f) Within 40 months after the effective date of this AD, unless already done, do the following actions.

(1) Remove NSA5516-XXND or NSA5516-XXNJ type P-clips, used in the wing and center fuel tanks to retain wiring and pipes, and replace them by NSA5516-XXNF type P-clips in accordance with the instructions of Airbus Service Bulletin A300-28-6068, dated July 20, 2005.

(2) Check the electrical bonding points in the center tank and do all applicable related investigative and corrective actions, and install additional bonding leads and electrical bonding points in the wing and center fuel tanks in accordance with the instructions of Airbus Service Bulletin A300-28-6064, Revision 01, dated April 3, 2007. Do all applicable related investigative and corrective actions before further flight.

(3) For airplanes fitted with a trim tank, in addition to the actions defined in paragraphs (f)(1) and (f)(2) of this AD, install bonding leads and electrical bonding points in the trim tanks, in accordance with the instructions of Airbus Service Bulletin A300-28-6077, Revision 01, dated October 26, 2006.

(4) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A300-28-6064, dated July 28, 2005, for aircraft under configuration 05, as defined in the service bulletin, are considered acceptable for compliance with the requirements of paragraph (f)(2) of this AD.

(5) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A300-28-6077, dated July 25, 2005, for aircraft under configuration 05, as defined in the service bulletin, are considered acceptable for compliance with the requirements of paragraph (f)(3) of this AD.

### FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The applicability of the MCAI does not address Airbus Modification 12490. We have added this Modification number to the applicability of this AD, as requested by Airbus and coordinated with the European Aviation Safety Agency (EASA).

### 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 EASA Airworthiness Directive 2007-0233, dated August 27, 2007, and the service information listed in Table 1 of this AD, for related information.

**Table 1.–Service Information**

<b>Airbus Service Bulletin</b>	<b>Revision level</b>	<b>Date</b>
A300-28-6064	01	April 3, 2007.
A300-28-6068	Original	July 20, 2005.
A300-28-6077	01	October 26, 2006.

### 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 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 2.—Material Incorporated by Reference**

<b>Airbus Service Bulletin</b>	<b>Revision level</b>	<b>Date</b>
A300-28-6064	01	April 3, 2007.
A300-28-6068	Original	July 20, 2005.
A300-28-6077	01	October 26, 2006.

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

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E8-1462 Filed 1-30-08; 8:45 am]