Final Documents—December 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broken, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: Eurocopter France Model EC 120B Helicopters

12/05/2011 Docket #: FAA-2011-0448 http://federalregister.gov/a/2011-30939

Effective 12/20/2011. This AD requires modifying the pilot cyclic control friction devices by replacing a certain thrust washer with two thrust washers.

AD: Pratt & Whitney Division (PW) PW4000 Series Turbofan Engines

12/06/2011 Docket #: FAA-2011-0733 http://federalregister.gov/a/2011-31177

Effective 1/10/2012. This AD requires removing certain part number (P/N) high-pressure turbine (HPT) stage 1 and HPT stage 2 airseals and HPT stage 1 airseal rings before their published life limit and establishes a new lower life limit for these parts.

AD: BRP-Powertrain GmbH & Co. KG Reciprocating Engines

12/07/2011 Docket #: FAA-2011-1299 http://federalregister.gov/a/2011-31501

Effective 12/22/2011. This AD requires cleaning and fluorescent-prenetrant-inspecting the crankshaft for cracks.

AD: International Aero Engines Turbofan Engines

12/12/2011 Docket #: FAA-2010-0494 http://federalregister.gov/a/2011-31663

Effective 1/17/2012. This AD requires initial and repetitive 360 degree borescope inspections of HPT stage 1 blade outer air seal segments for evidence of certain distress conditions.

AD: Pratt & Whitney Corp. (PW) JT9D-7RH1 Turbofan Engines

12/12/2011 Docket #: FAA-2011-0731 http://federalregister.gov/a/2011-31342

Effective 1/17/2012. This AD requires removing certain high-pressure compressor shafts before their certified life limits and establishes a new, lower life-limit for these parts.

AD: Apical Industries, Inc., (Apical) Emergency Float Kits

12/13/2011 Docket #: FAA-2010-1190 http://federalregister.gov/a/2011-30925

Effective 1/17/2012. This AD requires adding placards on each side of the fuselage to identify the location and operation of the lifeshaft external inflation handle.

AD: BAE Systems (Operations) Limited Airplanes

12/13/2011 Docket #: FAA-2011-0911 http://federalregister.gov/a/2011-31314

Effective 1/17/2012. This AD requires immediate and periodic ultrasoinic inspections for a split caused by exfoliation corrosion of the door pin guides and the accomplishments of the relevant corrective actions replacing the affected guideplates as necessary.

AD: Continental Motors, Inc. (CMI) Reciprocating Engines

12/13/2011 Docket #: FAA-2011-1341 http://federalregister.gov/a/2011-31794

Effective 12/28/2011. This AD requires replacing affected CMI starter adapters with starter adapters eligible for installation.

AD: Piaggio Aero Industries S.p.A. Airplanes

12/13/2011 Docket #: FAA-2011-1040 http://federalregister.gov/a/2011-31623

Effective 1/17/2012. This AD requires an inspection of the locking mechanism of the baggage door and its proper adjustment, in accordance with PAI SB No. 80-0289 revision 1; if baggage door lockpins do not reach the correct engagement, or false BAG DOOR warnings were reported by flight crew, this AD requires also a modification of the door mechanisms.

AD: Pratt & Whitney Canada Turboprop Engines

12/13/2011 Docket #: FAA-2011-1298 http://federalregister.gov/a/2011-31868

Effective 12/28/2011. This AD requires the removal of certain affected part manufacturer approval (PMA) replacement Timken Alcor Aerospace Technologies, Inc. (TAATI) first stage reduction sun gears and/or the interacting planetary gears set from the propeller reduction gearbox assembly.

AD: The Boeing Company Airplanes

12/13/2011 Docket #: FAA-2011-0649 http://federalregister.gov/a/2011-31269

Effective 12/28/2011. This AD requires replacing the anodized rub strips with new alodined rub strips and the fuel access door, which can contribute to possible ignition of flammable fuel vapor in the tail fuel tank as a result of lightning strike.

AD: The Boeing Company Airplanes

12/13/2011 Docket #: FAA-2011-0382 http://federalregister.gov/a/2011-31418

Effective 1/17/2012. This AD supersedes an existing AD, and requires installing new operating program software (OPS) (Version 7) of the engine indication and crew alerting system (EICAS) in the EICAS computers, while requiring concurrent actions.

AD: Turbomeca Arriel 1 Series Turboshaft Engines

12/13/2011 Docket #: FAA-2010-0710 http://federalregister.gov/a/2011-31797

Effective 1/17/2012. This AD revises an existing AD to prevent failure of the gas generator second stage turbine disc which could result in the releases of high energy debris and damage to the helicopter.

AD: The Boeing Company Model 777-200, -200LR, -300, and -300ER Series Airplanes

12/16/2011 Docket #: FAA-2011-1317 http://federalregister.gov/a/2011-31893

Effective 1/03/2012. This AD supersedes and expands the applicability of an existing AD that requires installing Teflon sleeving under the clamps of certain wire bundles routed along the fuel tank boundary structure, and cap sealing certain penetrating fasteners of the main and center fuel tanks.

AD: Airbus Airplanes

12/19/2011 Docket #: FAA-2011-0918 http://federalregister.gov/a/2011-32021

Effective 1/23/2012. This AD requires the identification and replacement of the affected fire detection unit.

AD: Bombardier, Inc. Airplanes

12/19/2011 Docket #: FAA-2011-0916 http://federalregister.gov/a/2011-32019

Effective 1/23/2012. This AD supersedes an existing AD, and requires installing a new aileron input quadrant support bracket by incorporating MODSUM 8Q1091250.

AD: Eclipse Aerospace, Inc. Airplanes Equipped With Pratt & Whitney Canada, Corp. PW610F-A Engines

12/19/2011 Docket #: FAA-2011-0199 http://federalregister.gov/a/2011-31795

Effective 1/23/2012. This AD reverses an existing AD, retains the requirements of the current AD, but clarifies the engine applicability, and allows the option of incorporating the design change to terminate the current operating limitation and restore the original certificated maximum operating altitude of 41,000 feet.

AD: Learjet Inc. Airplanes

12/19/2011 Docket #: FAA-2011-0651 http://federalregister.gov/a/2011-30999

Effective 1/23/2012. This AD requires revising the maintenance program to incorporate life limits for the main landing gear actuator end cap.

AD: Rolls-Royce plc (RR) RB211-Trent 800 Series Turbofan Engines

12/20/2011 Docket #: FAA-2011-0836 http://federalregister.gov/a/2011-32490

Effective 1/24/2012. This AD requires inspection of the Low Pressure fuel tubes and replacement of the associated clips.

AD: Teledyne Continental Motors (TCM) and Rolls-Royce Motors Ltd. (R-RM) Series Reciprocating Engines

12/20/2011 Docket #: FAA-2011-0085 http://federalregister.gov/a/2011-32252

Effective 1/24/2012. This AD supersedes an existing AD, corrects the range of S/Ns affected, and requires the same replacement and inspections of certain magnetos, and adds engines to the applicability.

AD: Lycoming Engines, Fuel Injected Reciprocating Engines

12/21/2011 Docket #: FAA-2007-0218 http://federalregister.gov/a/2011-32467

Effective 1/25/2012. This AD supersedes an existing AD, requires the same action, and requires the inspection and, if necessary, replacement of externally mounted fuel injector fuel lines.

AD: Turbomeca Turboshaft Engines

12/23/2011 Docket #: FAA-2010-0904 http://federalregister.gov/a/2011-32890

Effective 1/27/2012. This AD requires daily checks for evidence of turbine damage, and removal of the engine from service before further flight if turbine damage is found. The AD also calls for inspecting the configuration of the holes in the repaired 2nd stage turbine NGV, 1st stage turbine discs, and 2nd stage turbine discs, with discs eligible for installation.

Notice: Aviation Rulemaking Advisory Committee--New Task

12/27/2011 FR Doc No: 2011-33097 http://www.gpo.gov/fdsys/pkg/FR-2011-12-27/html/2011-33097.htm

The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to develop a comprehensive program of voluntary accreditation for commercial air tour operators that are not required under parts 91 and 135 of Title 14 of the Code of Federal Regulations (14 CFR) to maintain their aircraft under a continuous airworthiness maintenance program (CAMP). This task addresses, in part, the ARAC recommendation developed by the Commercial Air Tours Maintenance (CATM) Working Group, which the FAA accepted on February 1, 2011. This notice informs the public of a new ARAC activity and solicits membership for the new Commercial Air Tour Voluntary Accreditation Program Working Group.

Special Conditions: Gulfstream Aerospace LP (GALP) Model G280 Airplane, Operation Without Normal Electrical Power

12/28/2011 Docket # FAA-2011-1172 http://www.gpo.gov/fdsys/pkg/FR-2011-12-28/html/2011-33281.htm

Effective 12/20/2011. This special condition establishes requirements to ensure that the airplane has sufficient electrical power for continued safe flight and landing with all normal electrical power sources inoperative.

AD: Airworthiness Standards: Normal, Utility, Acrobatic, and Commuter Category Airplanes: CFR Correction

12/29/2011 FR Doc No: 2011-33531 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33531.htm

In Title 14 of the Code of Federal Regulations, Parts 1 to 59, revised as of January 1, 2011, on page 351, in Appendix C to Part 23, Note (4) to the table is corrected.

AD: Airworthiness Standards: Transport Category Airplanes, CFR Correction

12/29/2011 FR Doc No: 2011-33532 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33532.htm

In Title 14 of the Code of Federal Regulations, Parts 1 to 59, revised as of January 1, 2011, on page 413, in Sec. 25.509, in paragraph (a)(3)(ii), the expression ``(6WT + 450,000)/7'' is corrected to read ``(6WT + 450,000)/70''.

AD: Hawker Beechcraft Corporation Airplanes Equipped With a Certain Supplemental Type Certificate (STC)

12/29/2011 Docket #. FAA-2011-1420 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33344.htm

Effective 12/29/2011. Comments due 2/13/2012. This AD requires assuring the airspeed indicator(s) and/or airspeed limitations placard(s) have the correct minimum control speed (VMC) markings for the STCs installed.

AD: General Electric Company (GE) GE90-110B1 and GE90-115B Turbofan Engines

12/30/2011 Docket # FAA-2011-0278 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-32832.htm

Effective 02/03/2012. This AD requires an eddy current inspection (ECI) or spot fluorescent penetrant inspection (FPI) of the stages 1-2 seal teeth of the HPC stages 2-5 spool for cracks.

AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Airplanes

12/30/2011 Docket # FAA-2011-0919 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-33243.htm

Effective 02/03/2012. This AD requires repetitive inspections for cracking of the wing rear spar and upper surface zones.

AD: Thielert Aircraft Engines GmbH Reciprocating Engines

12/30/2011 Docket # FAA-2009-0948 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-33514.htm

Effective 02/03/2012. This AD revises an existing AD requiring replacing the existing rail pressure control valve with an improved rail pressure control valve. This new AD requires the same actions but relaxes the initial compliance time from within 100 flight hours to within 600 flight hours for TAE 125-01 reciprocating engines.

AD: The Boeing Company Airplanes

12/30/2011 Docket # FAA-2011-0996 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-32678.htm

Effective 02/03/2012. This AD revises replacement of the thumbnail fairing edge seals on both sides of the engines with Nitronic 60 stainless steel alloy seals.

Your Two Cents—December 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document

NPRM AD: Critical Parts for Airplane Propellers

12/01/2011 Docket #: FAA-2010-0940 http://federalregister.gov/a/2011-30952

Comments due 1/30/2012. This proposed AD would amend the airworthiness standards for airplane propellers.

NPRM AD: Rolls-Royce Corporation Turboshaft Engines

12/20/2011 Docket #: FAA-2011-0961 http://federalregister.gov/a/2011-32491

Comments due 2/21/2012. This proposed AD would require a one-time visual inspection and fluorescent penetrant inspection on certain 3rd and 4th stage turbine wheels for cracks in the turbine blades.

NPRM AD: The Boeing Company Airplanes

12/06/2011 Docket #: FAA-2011-1259 http://federalregister.gov/a/2011-31312

Comments due 1/20/2012. This proposed AD would require replacing the existing horizontal stabilizer pivot pins with new or reworked pivot pins having improved corrosion resistance, doing repetitive inspections after installing the pivot pins, and doing corrective action if necessary.

NPRM AD: Eurocopter Deutschland GmbH Helicopters

12/06/2011 Docket #: FAA-2011-1259 http://federalregister.gov/a/2011-31254

Comments due 2/06/2012. This proposed AD would require inspecting certain main rotor blades for debonding of the erosion protective shell. If the erosion protective shell is debonded, you would be required to replace the main rotor blade with an airworthy main rotor.

NPRM AD: DG Flugzeubau GmbH Sailplanes

12/07/2011 Docket #: FAA-2011-1342 http://federalregister.gov/a/2011-31425

Comments due 1/23/2012. This proposed AD would require a one-time inspection of the length of the rear cockpit headrest securing rope and, in case of discrepancy, readjustment of the length. It would also require the installation of a modified headrest securing rope with snap hook.

NPRM AD: 328 Support Services GmbH Airplanes

12/12/2011 Docket #: FAA-2011-1318 http://federalregister.gov/a/2011-31739

Comments due 1/26/2012. This proposed AD would require performing operational tests, and repair if necessary.

NPRM AD: The Boeing Company Airplanes

12/12/2011 Docket #: FAA-2011-1319 http://federalregister.gov/a/2011-31738

Comments due 1/26/2012. This proposed AD would require replacing the bleed valve parts and tubing with new parts and tubing on the left and right engines. It would additionally require installing Aero-Engine database (AEDB) software in the airplane information management systems (AIMS) software.

NPRM AD: Turbomeca S.A. Turboshaft Engines

12/13/2011 Docket #: FAA-2009-0330 http://federalregister.gov/a/2011-31798

Comments due 2/13/2012. This proposed AD would supersede an existing AD, and would require the same inspections for installed engines, eliminate readjusting of the P3 air pipe (first section), require replacement of the RH rear half-wall under certain conditions, and adding an optional termination action.

NPRM AC: Stall and Stick Pusher Training

12/13/2011 Docket #: FAA-2011-1359 http://federalregister.gov/a/2011-31971

Comments due 1/12/2012. This notice announces the availability of a proposed AC regarding stall and stick pusher training, including recommendations and best practices for academic training, job performance training, and instructor training.

NPRM AD: Airbus Airplanes

12/15/2011 Docket #: FAA-2011-1321 http://federalregister.gov/a/2011-32076

Comments due 1/30/2012. This proposed AD would require the replacement of the existing manhole seal with a new seal.

NPRM AD: The Boeing Company Airplanes

12/15/2011 Docket #: FAA-2011-1320 http://federalregister.gov/a/2011-32077

Comments due 1/30/2012. This proposed AD would require a detailed inspection of the fuse pin cross bolts and fuse pins of the left and right MLG forward trunnion lower hosing of the main landing gear (MLG), which could result in an incorrect MLG emergency landing break-away sequence.

NPRM AD: Rolls-Royce Corporation Turboshaft Engines

12/20/2011 Docket #: FAA-2011-0961 http://federalregister.gov/a/2011-32491

Comments due 2/21/2012. This proposed AD would require a one-time visual inspection and fluorescent penetrant inspection (FPI) on certain 3rd and 4th stage turbine wheels for cracks in the turbine blades.

NPRM AD: Airbus Airplanes

12/22/2011 Docket #: FAA-2011-1323 http://federalregister.gov/a/2011-32845

Comments due 2/6/2012. This proposed AD would require revising the limitations section of the applicable airplane flight manual.

NPRM AD: Airbus Airplanes

12/22/2011 Docket #: FAA-2012-1324 http://federalregister.gov/a/2011-32844

Comments due 2/6/2012. This proposed AD would require replacing a certain aluminum high pressure pipe with a new corrosion resistant stainless steel pipe.

NPRM: Special Conditions: XtremeAir GmbH, XA42; Acrobatic Category Aerodynamic Stability

12/27/2011 Docket # FAA-2011-1387 http://www.gpo.gov/fdsys/pkg/FR-2011-12-27/html/2011-33049.htm

Comments due 01/26/2011. This proposed special condition would allow XtremeAir to seek certification of a limited acrobatic envelope at a higher weight that will still meet the minimum load requirements.

NPRM AD: Eurocopter France (Eurocopter) Helicopters

12/28/2011 Docket # FAA-2011-1408 http://www.gpo.gov/fdsys/pkg/FR-2011-12-28/html/2011-33248.htm

Comments due 02/27/2011. This proposed AD would require cleaning, inspecting and lubricating each gearbox, and adjusting, as necessary, the fuel shut-off control travel.

NPRM AD: The Boeing Company Airplanes

12/29/2011 Docket # FAA-2009-0794 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33376.htm

Comments due 02/13/2012. This proposed AD would revise an earlier proposed AD by reducing certain compliance time for that AD's requirements for a general visual inspection to identify any existing structural repair manual repairs of the upper main sill outer chord of the left and right side main entry door number 1; repetitive detailed inspections for cracks in the upper main sill of the door(s); and, repetitive inspections for airplanes on which a certain repair is done.

NPRM AD: Airbus Airplanes

12/29/2011 Docket # FAA-2011-1327 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33341.htm

Comments due 02/13/2012. This proposed AD would require modifying the NLG main fitting by adding primer paint to the cadmium around the dowel bush holes.

NPRM AD: Goodrich Evacuation Systems Approved Under Technical Standard Order (TSO) TSO-C69b and Installed on Airbus Airplanes

12/29/2011 Docket # FAA-2011-0223 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33359.htm

Comments due 02/13/2012. This proposed AD would revise an earlier proposed AD by adding certain airplanes to the applicability to that AD's requirements to determine the part number of the pressure relief valves on the affected Goodrich evacuation systems, replacing certain pressure relief valves.

NPRM AD: Saab AB, Saab Aerosystems Airplanes

12/29/2011 Docket # FAA-2011-1410 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33275.htm

Comments due 02/13/2012. This proposed AD would require replacing certain hydraulic accumulators with stainless steel hydraulic accumulators, and structural modifications in the nose landing gear bay.

NPRM AD: Boeing Company Airplanes

12/29/2011 Docket # FAA-2011-1326 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33355.htm

Comments due 02/13/2012. This proposed AD would supersede an existing AD and add inspections for airplanes having repairs or preventative modifications installed and supplemental inspections for certain airplanes to the existing AD requiring initial and repetitive inspections of the fuselage skin and bear strap at the forward, upper corner of the L1 entry door cutout for cracking, and repair if necessary.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

12/29/2011 Docket # FAA-2011-1325 http://www.gpo.gov/fdsys/pkg/FR-2011-12-29/html/2011-33279.htm

Comments due 02/13/2012. This proposed AD would supersede an existing AD and would revise the maintenance program to incorporate new or revised structural inspection requirements to the existing AD requiring revising the Airworthiness Limitations Section (ALS) of the Instructions for Continued Airworthiness (ICA) to incorporate new structural inspection requirements.

NPRM AD: International Aero Engines AG Turbofan Engines

12/30/2011 Docket # FAA-2009-1100 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-33536.htm

Comments due 02/28/2012. This proposed AD would expand the affected population for initial and repetitive on-wing inspections of the HPC stage 3 to 8 drum, introduce an eddy current inspection (ECI) procedure, and require additional cleaning and repetitive on-wing USI or ECI of some HPC stage 3 to 8 drums.

NPRM AD: Cessna Aircraft Company Airplanes

12/30/2011 Docket # FAA-2011-1414 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-33536.htm

Comments due 02/13/2012. This proposed AD would require modification of the drain installation of the tailcone stinger on the aft canted bulkhead, inspections for drain holes in the forward and aft frames, and modification of the drain holes.

NPRM AD: The Boeing Company Airplanes

12/30/2011 Docket # FAA-2011-1414 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-33575.htm

Comments due 02/13/2012. This proposed AD would incorporate design changes to improve the reliability of the cabin altitude warning system by requiring installation of a redundant switch of the cabin altitude pressure, replacing the aural warning module (AWM) with a new or reworked AWM, changing certain wire bundles, and connecting certain previously capped and stowed wires, as necessary. For certain airplanes, it would also require modifying the instrument panels, installing light assemblies, modifying the wire bundles, and installing a new circuit breaker, as necessary.

NPRM AD: The Boeing Company Airplanes

12/30/2011 Docket # FAA-2011-1412 http://www.gpo.gov/fdsys/pkg/FR-2011-12-30/html/2011-33544.htm

Comments due 02/13/2012. This proposed AD would require an inspection for the part number of the fuse pin, and replacement of the pin if necessary.

Final Documents—November 2011

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AD: SOCATA Airplanes

11/01/2011 Docket # FAA-2011-0868 http://www.gpo.gov/fdsys/pkg/FR-2011-11-03/html/2011-27949.htm

Effective 12/06/2011. This AD requires installing a protection fuse on the wire at the standby compass connector.

AD: The Boeing Company Model 737-300, -400, and -500 Series Airplanes

11/01/2011 Docket # FAA-2011-1162 http://www.gpo.gov/fdsys/pkg/FR-2011-11-01/html/2011-28053.htm

Effective 11/16/2011. Comments due 12/16/2011. This AD reduces the compliance time for repetitive inspections for cracking of the 1.04-inch nominal diameter wire penetration.

AD: Cessna Aircraft Company Airplanes

11/01/2011 Docket # FAA-2011-1161 http://www.gpo.gov/fdsys/pkg/FR-2011-11-01/html/2011-27596.htm

Effective 11/01/2011. Comments due 12/16/2011. This AD requires replacing certain lithium-ion batteries installed as the main aircraft battery with either a Ni-Cad or a lead acid battery.

AD: General Electric Company Turboshaft Engines

11/02/2011 Docket #: FAA-2011-0942 http://www.gpo.gov/fdsys/pkg/FR-2011-11-02/html/2011-28353.htm

Effective 11/17/2011. Comments due by 12/19/2011. This AD requires daily visual inspections of the fuel filter differential pressure switch for fuel leaks and for excessive cracking of the switch mounting langes due to stress-corrosion.

AD: Rolls-Royce Corp. Turbofan Engines

11/02/2011 Docket #: FAA-2011-0273 http://www.gpo.gov/fdsys/pkg/FR-2011-11-02/html/2011-28352.htm

Effective 11/17/2011. Comments due 12/19/2011. This AD requires initial and repetitive eddy current inspections (ECI) of certain 6th-through-13th stage compressor wheel knife edge seals, and initial and repetitive ECIs of the compressor wheel outer circumference, for cracks.

AD: Agusta S.p.A. (Agusta) Model AB139 and AW139 Helicopters

11/04/2011 Docket # FAA-2011-1036 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-27772.htm

Effective 11/21//2011. Comments due 01/03/2012. This AD requires inspecting certain modules and related connectors for corrosion.

AD: Eurocopter Deutschland GmbH (ECD) Model MBB-BK 117 C-2 Helicopters

11/04/2011 Docket # FAA-2011-1075 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-27776.htm

Effective 11/21//2011. Comments due 01/03/2012. This AD requires revising the Rotorcraft Flight Manual (RFM) to alert the operators to monitor the power display when a generator is deactivated and provides appropriate actions.

AD: Bell Helicopter Textron, Inc. (Bell), Model 205A-1, 205B, 210, and 212 Helicopters

11/04/2011 Docket # FAA-2011-1182 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-27776.htm

Effective 11/21//2011. Comments due 01/03/2012. This AD requires washing the upper and lower surfaces of each blade and visually inspecting the grip plates, doublers, and the remaining upper and lower surfaces of the blades in the area between blade stations 24.5 to 40 for an edge void, corrosion, or a crack. It also requires applying a light coat of preservative oil to all surfaces of the blade.

AD: Sicma Aero Seat Passenger Seat Assemblies, Installed on, But Not Limited to, ATR-GIE Avions de Transport Régional Airplanes

11/04/2011 Docket # FAA-2011-1163 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-28357.htm

Effective 11/21//2011. Comments due 12/19/2012. This AD requires repetitive [detailed] inspections of certain passenger seats and, depending on findings, repair or replacement of damaged spreaders with an improved design.

AD: Bombardier, Inc. Airplanes

11/04/2011 Docket # FAA-2011-0031 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-28360.htm

Effective 12/09/2012. This AD requires repetitive visual inspections [for damage and corrosion of the protective coating] and repair, as necessary, of certain main landing gear (MLG) piston axles.

AD: General Electric Company (GE) CF6 Turbofan Engines

11/07/2011 Docket# FAA-2011-1151 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28671.htm

Effective 12/12/2011. This AD supersedes an existing AD and requires repetitive visual inspections of the forward engine mount assembly side links for cracks stripping and reapplying the Sermetel W coating, and adds two part numbers to the applicability.

AD: Thielert Aircraft Engines GmbH (TAE) Reciprocating Engines

11/07/2011 Docket# FAA-2010-0683 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28672.htm

Effective 11/22/2011. Comments due 12/22/2011. This AD supersedes an existing AD and requires the same actions, but applies the corrective action to an additional 244 affected clutch assemblies.

AD: Cessna Aircraft Company Airplanes

11/08/2011 Docket# FAA-2007-27747 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28861.htm

Effective 11/08/2011. This AD corrects an error in the compliance instructions of an earlier AD.

AD: MD Helicopters, Inc. Model MD900 Helicopters

11/07/2011 Docket# FAA-2010-1301 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28897.htm

Effective 12/13/2011. This AD amends an existing AD, retains those requirements, and provides an option of replacing each affected tube adapter with a newly-designed tube adapter, which provides terminating action for the unsafe condition.

AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.)

11/10/2011 Docket# FAA-2011-0716 http://www.gpo.gov/fdsys/pkg/FR-2011-11-10/html/2011-28572.htm

Effective 12/15/2011. This AD requires a detailed inspection of the servo actuator centering spring rods for the aileron and elevator to detect fractured or broken rods, and replacing the rods if necessary.

AD: Pacific Aerospace Limited Airplanes

11/10/2011 Docket# FAA-2011-0971 http://www.gpo.gov/fdsys/pkg/FR-2011-11-10/html/2011-29045.htm

Effective 12/15/2011. This AD requires reviewing the aircraft records, doing a conformity inspection for an approved design hopper lid installation, and removing the hopper lid installation, if not an approved design.

AD: ATR-GIE Avions de Transport Regional Airplanes

11/10/2011 Docket# FAA-2011-0721 http://www.gpo.gov/fdsys/pkg/FR-2011-11-10/html/2011-28752.htm

Effective 12/15/2011. This AD requires a one-time general visual and detailed inspection for damaged angles of the elevator hinge fitting and the reporting of all findings.

AD: Eurocopter France Model AS350B, B1, B2, B3, BA, C, D, and D1; and AS355E, F, F1, F2, N, and NP Helicopters

11/10/2011 Docket# FAA-2011-1158 http://www.gpo.gov/fdsys/pkg/FR-2011-11-10/html/2011-27774.htm

Effective 11/25/2011. Comments due1/09/2012. This AD supersedes an existing AD, maintains the requirements of the existing AD, and expands the applicability to include the Model AS355NP helicopter and additional part-numbered control rods.

AD: Honeywell International Inc. Turboshaft Engines

11/14/2011 Docket# FAA-2011-29229 http://www.gpo.gov/fdsys/pkg/FR-2011-11-14/html/2011-29229.htm

Effective 11/29/2011. Comments due 12/29/2011. This AD requires initial and repetitive replacement of the affective PTGs.

AD: Rolls-Royce plc RB211-524G2-19; -524G2-T-19; -524G3-10; -524G3-T-19; 524H2-19; -524H2-T-19; -524H-36; and -524F-T-36 Turbofan Engines

11/14/2011 Docket# FAA-2011-29208 http://www.gpo.gov/fdsys/pkg/FR-2011-11-14/html/2011-29208.htm

Effective 11/29/2011. Comments due 12/14/2011. This AD requires modifying the engine by installing a full-authority fuel controller (FAFC) featuring software at Issue 17.

AD: Bombardier, Inc. Model CL-600-2B19 (regional Jet Series 100 & 44) Airplanes

11/17/2011 Docket #: FAA-2011-0648 http://federalregister.gov/a/2011-29680

Effective 12/22/2011. This AD supersedes an existing AD and requires removing the hydraulic system No. 3 accumulator.

AD: Piaggio Aero Industries S.p.A. Airplanes

11/17/2011 Docket #: FAA-2011-0954 http://federalregister.gov/a/2011-29554

Effective 12/22/2011. This AD requires replacing defective main landing gear actuators with serviceable ones.

SC: Gulfstream Aerospace Corporation, Model GVI Airplane; Windshield Coating in Lieu of Wipers

11/21/2011 Docket # FAA-2011-1280 http://www.gpo.gov/fdsys/pkg/FR-2011-11-21/html/2011-29909.htm

Effective 11/14/2011. Comments due 01/05/2011. This special condition provides speed and precipitation rate requirements that represent limiting conditions for hydrophobic coatings.

AD: Turboomeca S.A. Makila 1A2 Turboshaft Engines

11/22/2011 Docket # FAA-2011-1037 http://www.gpo.gov/fdsys/pkg/FR-2011-11-22/html/2011-30061.htm

Effective 12/07/2011. Comments due 12/22/2011. This AD requires replacement of affected N2 sensor harnesses with serviceable parts.

Special Conditions: Diamond Aircraft Industries, Model DA-40NG; Electronic Engine Control (EEC) System

11/22/2011 Docket # CE313 http://www.gpo.gov/fdsys/pkg/FR-2011-11-22/html/2011-28616.htm

Effective 10/28/2011. These special conditions address conflicts between guidance materials associated with electronic engine control (EEC) also known as a Full authority Digital Engine Control (FADEC).

AD: Airbus Model A318, A319, A320, and A321 Series Airplanes

11/22/2011 FR Doc No: 2011-30089 http://www.gpo.gov/fdsys/pkg/FR-2011-11-22/html/2011-30089.htm

Comments due 01/23/2012. The FAA invites public comments about its intention to request the Office of Management and Budget (OMB) approval to renew an information collection authority for FAA form 8310-3 from all repair stations.

AD: Airbus Airplanes

11/29/2011 Docket # FAA-2011-1232 http://federalregister.gov/a/2011-30229

Effective 12/14/2011. Comments due 1/13/2012. This AD requires inspections to verify electrical bonding to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

AD: Airbus Airplanes

11/29/2011 Docket # FAA-2011-0717 http://federalregister.gov/a/2011-29803

Effective 1/03/2012. This AD supersedes an existing AD and extends the AD applicability to airplanes which have embodied Airbus modification 49202, and modifies the inspection thresholds and intervals.

AD: BAE Systems (Operations) Limited Airplanes

11/29/2011 Docket # FAA-2011-0908 http://federalregister.gov/a/2011-29804

Effective 1/03/2012. This AD supersedes an existing AD and requires the implementation of the instructions, limitations, inspections and corrective measures as specified in the defined parts of Chapter 05 of the AMM at Revision 100.

AD: Bombardier, Inc. Airplanes

11/29/2011 Docket # FAA-2011-0720 http://federalregister.gov/a/2011-29805

Effective 1/03/2012. This AD requires the incorporation of a new maintenance task to prevent excessive free-play of the turnbuckle and cable within the alternate release system.

AD: Gulfstream Aerospace Corporation Model GV and GV-SP Airplanes

11/29/2011 Docket # FAA-2011-0572 http://federalregister.gov/a/2011-29806

Effective 1/03/2012. This AD requires inspecting to determine whether a third Halon fire extinguisher bottle is installed in the auxiliary power unit (APU) fragment impact zone, revising the limitations section of the airplane flight manual to add restrictions for APU usage for certain airplanes having a third fire extinguisher bottle, and removing the third fire extinguishing bottle from certain airplanes.

AD: Honeywell International Inc. Turbofan Engines

11/29/2011 Docket # FAA-2011-1261 http://federalregister.gov/a/2011-30575

Effective 1/03/2012. Comments due by 1/13/2012. This AD requires removing from service certain second stage high pressure compressor (HPC2) discs.

AD: McDonnell Douglas Corporation Airplanes

11/29/2011 Docket # FAA-2010-1206 http://federalregister.gov/a/2011-29801

Effective 1/03/2012. Comments due by 1/13/2012. This AD requires repetitive inspections for cracking on the lower cap of the rear spare in the left and right wings between stations Xors=417 and the outboard edge of the lower cap splice of the wing rear spar at station Xors=400; temporary and permanent repairs if necessary; and repetitive inspections of repaired areas, and corrective actions if necessary.

AD: Turbomeca S.A. Arriel 2B Turboshaft Engines

11/29/2011 Docket # FAA-2011-1031 http://federalregister.gov/a/2011-30574

Effective 12/14/2011. Comments due by 12/29/2011. This AD requires a one-time functional test of the engine to confirm proper engine operation.

Your Two Cents—November 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document

NPRM AD: Airbus Model A319 and A320 Series Airplanes

11/02/2011 Docket #: FAA-2011-1167 http://www.gpo.gov/fdsys/pkg/FR-2011-11-02/html/2011-28368.htm

Comments due by 12/19/2011. This proposed AD would require modifying both left-hand and right-hand OWS enclosures.

NPRM AD: Bell Helicopter Textron, Inc. (Bell) Model 204B, 205A, 205A-1, 205B, and 212 Helicopters

11/02/2011 Docket #: FAA-2011-1188 http://www.gpo.gov/fdsys/pkg/FR-2011-11-02/html/2011-28361.htm

Comments due by 1/3/2012. This proposed AD would supersede four existing ADs, requiring an initial and repetitive inspection of certain part-numbered main rotor yokes installed on certain Bell helicopters. It would also apply these inspections and retirement lives to additional part-numbered yokes and would increase the inspection frequency for certain yokes installed on a Bell Model 205B or 212 helicopters and would require replacing any unairworthy yokes.

NPRM AD: Cirrus Design Corporation Airplanes

11/02/2011 Docket #: FAA-2011-1212 http://www.gpo.gov/fdsys/pkg/FR-2011-11-02/html/2011-28382.htm

Comments due by 12/19/2011. This proposed AD would require inspection and modification of the air box flange welds and slots and installations of induction system air box seals as applicable.

NPRM AD: Dassault Aviation Model Mystere-Falcon 50 Airplanes

11/02/2011 Docket #: FAA-2011-1166 http://www.gpo.gov/fdsys/pkg/FR-2011-11-02/html/2011-28362.htm

Comments due by 12/19/2011. This proposed AD would require revising the maintenance program to include Dassault Aviation, Falcon 50/50EX Maintenance Manual, Non-Destructive Check of Flap Tracks 2 and 5, 57-607, dated January 2009.

NPRM AD: The Boeing Company Model 777-200 and -300 Series Airplanes

11/04/2011 Docket # FAA-2011-1165 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-28568.htm

Comments due 12/19/2011. This proposed AD would require replacing certain single-tabbed bonding brackets in the airplane empennage with two-tabbed bonding brackets. It would also require, for certain airplanes, installing new bonding jumpers, and measuring the resistance of the modified installation to verify resistance is within specified limits.

NPRM AD: DASSAULT AVIATION Model MYSTERE-FALCON 900 Airplanes

11/04/2011 Docket # FAA-2011-1164 http://www.gpo.gov/fdsys/pkg/FR-2011-11-04/html/2011-28578.htm

Comments due 12/19/2011. This proposed AD would require replacing certain defective fuel quantity sensors.

NPRM AD: Pratt & Whitney (PW) PW4000 Series Turbofan Engines

11/07/2011 Docket# FAA-2011-0944 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28676.htm

Comments due 01/06/2011. This proposed AD would require replacing the fuel metering unit (FMU), part number (P/N) 50U150, at the next shop visit after the effective date.

NPRM AD: The Boeing Company Airplanes

11/07/2011 Docket# FAA-2011-1171 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28758.htm

Comments due 12/22/2011. This proposed AD would require reworking certain air distribution ducts.

NPRM AD: Rolls-Royce plc (RR) RB211-Trent 800 Series Turbofan Engines

11/07/2011 Docket# FAA-2010-0755 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28678.htm

Comments due 01/06/2011. This proposed AD would prohibit installation of one certain critical part and to increase the life of another critical part.

NPRM AD: Turbomeca S.A. Arriel 2B and 2B1 Turboshaft Engines

11/07/2011 Docket# FAA-2009-0889 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28677.htm

Comments due 01/06/2011. This proposed AD would require inspecting and possibly replacing the hydro-mechanical metering units.

NPRM AD: Fokker Services B.V. Model F. 28 Mark 0100 Airplanes

11/07/2011 Docket# FAA-2011-1169 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28756.htm

Comments due 12/22/2011. This proposed AD would require modification and reidentification of the affected Main Landing Gear (MLG) units, or replacement of the affected main landing gear units with modified units.

NPRM AD: Airbus Airplanes

11/07/2011 Docket# FAA-2011-1170 http://www.gpo.gov/fdsys/pkg/FR-2011-11-07/html/2011-28754.htm

Comments due 12/22/2011. This proposed AD would supersede an earlier AD and would require expanding the applicability to A310 airplanes, replacing the cockpit multi tank indicators (MTI) with a MTI with silicone sleeves and to reinstate the low level warning indication to the cockpit MTI, and to replace the affected sensors and their harness connectors by fused level sensor units for A300-600 and A300-600ST airplanes.

NPRM AD: Bombardier, Inc. Airplanes

11/08/2011 Docket# FAA-2011-1223 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28857.htm

Comments due12/23/2011. This proposed AD would require replacing air driven generator generator control unit.

NPRM AD: Bombardier, Inc. Airplanes

11/08/2011 Docket# FAA-2011-1224 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28859.htm

Comments due 12/23/2011. This proposed AD would require replacing the air driven generator generator control unit.

NPRM AD: The Boeing Company Airplanes Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

11/08/2011 Docket# FAA-2011-1222 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28856.htm

Comments due 12/23/2011. This proposed AD would require checking the escape slide girt for serviceability and replacement if necessary, modifying the cable routing provision, replacing the regulator paddling, modifying the aspirator orientation, and modifying the valise. It would also require, for certain airplanes, modifying or replacing the Vespel piston, modifying the pilot valve regulator, installing a new firing cable and safety pin, and modifying the slide valise.

NPRM AD: Bombardier, Inc. Airplanes

11/08/2011 Docket# FAA-2011-1227 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28835.htm

Comments due 12/23/2011. This proposed AD would require a revision of the approved maintenance schedule to incorporate the discard task for outboard wing aileron pulleys to prevent aileron control stiffness during flight which could result in reduced controllability of the airplane.

NPRM AD: Fokker Services B.V. Airplanes

11/08/2011 Docket# FAA-2011-1226 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28836.htm

Comments due 12/23/2011. This proposed AD would require modifications of the crossfeed valve control and power supply of the crossfeed indication logical and power supply and of the fuel fire shut-off valve indication logic.

NPRM AD: Airbus Airplanes

11/08/2011 Docket# FAA-2011-1228 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28834.htm

Comments due 12/23/2011. This proposed AD would require replacing the generator generator control unit.

NPRM AD: Airbus Airplanes

11/08/2011 Docket# FAA-2011-1225 http://www.gpo.gov/fdsys/pkg/FR-2011-11-08/html/2011-28834.htm

Comments due 12/23/2011. This proposed AD would require installing bushes with increasing interference fit in the gear rib 5 aft bearing forward lug.

NPRM AD: The Boeing Company Model 767-200 and -300 Series Airplanes

11/09/2011 Docket# FAA-2011-1223 http://www.gpo.gov/fdsys/pkg/FR-2011-11-09/html/2011-28759.htm

Comments due12/27/2011. This proposed AD would require repetitive inspections of the frame inner chord transition radium for cracks, and related investigative and corrective actions if necessary.

Draft AC: Repairs and Alterations to Composite and Bonded Aircraft Structure

11/09/2011 AC #: 43-CBAS http://www.faa.gov/aircraft/draft_docs/media/AC-43-CBAS_Coord_Copy.pdf

This AC provides information and guidance concerning an acceptable means, but not the only means, of demonstrating compliance with the requirements of Title 14 of the Code of Federal Regulations (14 CFR) parts 21, 23, 25, 26, 27, 29, 31, 33, 35, 43, 91, 121, 125, 129, 135, 137, and 145 regarding procedures and facilities for repairs and alterations of structure consisting of adhesively-bonded and fiber-reinforced materials (e.g., carbon, aramid, and glass-reinforced polymeric materials mentioned in AC 20 107, Composite Aircraft Structure (current edition)).

NPRM AD: The Boeing Company Airplanes

11/14/2011 Docket# FAA-2011-29303 http://www.gpo.gov/fdsys/pkg/FR-2011-11-14/html/2011-29303.htm

Comments due 12/29/2011. This proposed AD would require adding design features to detect electrical faults, to detect a pump running in an empty fuel tank, and to ensure that a fuel pump's operation is not affected by certain conditions.

NPRM AD: Cessna Aircraft Company Airplanes

11/14/2011 Docket# FAA-2011-29315 http://www.gpo.gov/fdsys/pkg/FR-2011-11-14/html/2011-29315.htm

Comments due 12/29/2011. This proposed AD would supersede an existing AD, would retain the actions of the current AD, and would add S/Ns to the Applicability section of the AD.

NPRM AD: General Electric Company (GE) CF6-80C2B Series Turbofan Engines

11/14/2011 Docket# FAA-2011-29228 http://www.gpo.gov/fdsys/pkg/FR-2011-11-14/html/2011-29228.htm

Comments due 1/13/2012. This proposed AD would require the removal of the affected electronic control units from service.

NPRM AD: Bombardier, Inc. Airplanes

11/18/2011 Docket #: FAA-2011-1230 http://tinyurl.com/79wted8

Effective 1/03/2012. This proposed AD would require the installation of a new design of rudder actuator mounting bracket [adapter].

NPRM AD: The Boeing Company Airplanes

11/18/2011 Docket #: FAA-2011-1231 http://www.federalregister.gov/articles/2011/11/18/2011-29800/airworthiness-directives-the-boeing-company-airplanes

Effective 1/03/2012. This proposed AD would require inspecting to detect damage to the upper fire seals on the forward edge of the thrust reverser, where the fire seal contacts the 12-o'clock engine strut, and for correct stiffness and vent holes, and doing corrective actions if necessary; and installing a bracket for the fire seal.

NPRM AD: Thielert Aircraft Engines GmbH (TAE) Reciprocating Engines

11/22/2011 Docket # FAA-2009-0201 http://www.gpo.gov/fdsys/pkg/FR-2011-11-22/html/2011-30059.htm

Comments due 01/23/2012. This proposed AD would relax the repetitive replacement interval from a 300-hour interval to a 600-hour interval for certain proportional pressure reducing valves on TAE 125-02-99 engines.

NPRM AD: Pratt & Whitney JT9D Series Turbofan Engines

11/22/2011 Docket # FAA-2007-27023 http://www.gpo.gov/fdsys/pkg/FR-2011-11-22/html/2011-30062.htm

Comments due 01/23/2012. This proposed AD would require revisions to the JT9D series engines airworthiness limitations sections of the manufacturer's instructions for continued airworthiness.

NPRM AD: Pratt & Whitney Turbofan Engines

11/23/2011 Docket # FAA-2011-1176 http://www.gpo.gov/fdsys/pkg/FR-2011-11-23/html/2011-30137.htm

Comments due 01/23/2012. This proposed AD would establish a new lower life limit for certain high-pressure turbine 1st stage air seals, part number and would require removing them from service using a drawdown schedule.

NPRM AD: Airbus Airplanes

11/23/2011 Docket # FAA-2011-1253 http://www.gpo.gov/fdsys/pkg/FR-2011-11-23/html/2011-30223.htm

Comments due 01/09/2012. This proposed AD would require a repetitive inspection program [for cracks] of the MLG support Rib 5 fitting forward lugs and, depending on findings, the accomplishment of the associated corrective actions, and would reduce the applicability by deleting A318 airplanes.

NPRM AD: Pratt & Whitney Turbofan Engines

11/23/2011 Docket # FAA-2011-1194 http://www.gpo.gov/fdsys/pkg/FR-2011-11-23/html/2011-30138.htm

Comments due 01/23/2012. This proposed AD would require inspections, cleaning, and engine modifications to address coking in the No. 4 bearing compartment and oil pressure and scavenge tubes.

NPRM AD: Rolls-Royce plc (RR) RB211 Trent 800 Series Turbofan Engines

11/28/2011 Docket # FAA-2011-0959 http://federalregister.gov/a/2011-30060

Comments due 01/24/2012. This proposed AD would require an inspection of the front combustion liner head section for cracking.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

11/28/2011 Docket # FAA-2011-1251 http://federalregister.gov/a/2011-30571

Comments due 01/12/2012. This proposed AD would require performing a one-time general visual inspection to determine if a certain part number is installed on the left-hand and right-hand MLG retraction actuator, and if necessary, performing a general visual inspection for discrepancies (such as cracks, damage, and movement) between the actuator rod end and shock strut lug of the MLG retraction actuator. If any discrepancy is found, the AD would require replacing the MLG retraction actuator, and as applicable the anti-rotation pin and the attachment bold with a new pin and bold and replacing the actuator with new actuator having a certain part number, and modifying the attachment points.

NPRM AD: The Boeing Company Airplanes

11/28/2011 Docket # FAA-2011-1254 http://federalregister.gov/a/2011-30559

Comments due 01/12/2012. This proposed AD would supersede an existing AD and would add inspections for cracking in additional fuselage skin locations. It would also reduce the inspection thresholds and repetitive intervals for certain airplanes.

NPRM AD: The Boeing Company Airplanes

11/28/2011 Docket # FAA-2011-1250 http://federalregister.gov/a/2011-30582

Comments due 01/12/2012. This proposed AD would require inspecting certain structurally significant items and repairing discrepancies if necessary.

NPRM AD: The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

11/28/2011 Docket # FAA-2011-1255 http://federalregister.gov/a/2011-30603

Comments due 01/12/2012. This proposed AD would supersede two existing ADs and would require additional airplanes to do the inspection for cracking under the stop fittings; extend the repetitive interval for certain airplanes; add a one-time inspection to detect missing fasteners; and update or add certain inspection and repair instruction. It would also require, for certain airplanes, repetitive inspections of the cargo barrier net fitting for cracking and repair if necessary.

NPRM AD: Learjet Inc. Model 60 Airplanes

11/30/2011 Docket # FAA-2011-1258 http://federalregister.gov/a/2011-30822

Comments due 01/17/2012. This proposed AD would require inspecting the electrical leads routed to the fire extinguishing containers for proper identification and missing labels, and to ensure the electrical leads are connected to the correct squibs and corrective actions if necessary.

NPRM AD: The Boeing Company Airplanes

11/30/2011 Docket # FAA-2011-1257 http://federalregister.gov/a/2011-30821

Comments due 01/17/2012. This proposed AD would require installing new structural members in and new tie rods and attach fitting on the left and right sides of the lowered ceiling support structure.

Final Documents—October 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broken, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

10/03/2011 Docket # FAA-2008-1118 http://www.gpo.gov/fdsys/pkg/FR-2011-10-03/html/2011-24681.htm

Effective 11/07/2011. This AD expands upon a previous AD (2002–NM–307–AD), requiring the applicability to include airplanes on which the engine has not been previously removed, and Model 737-900ER airplanes.

AD: Gulfstream Aerospace LP Model Galazy and Gulfstream 200 Airplanes

10/03/2011 Docket # FAA-2011-0646 http://www.gpo.gov/fdsys/pkg/FR-2011-10-03/html/2011-24683.htm

Effective 11/07/2011. This AD requires replacing nuts (P/N MS21042L3), and, in certain locations, a one-time radiographic inspection for cracked nuts and replacing any cracked nuts.

AD: Honeywell International Inc. TPE331 Model Turboprop Engines With Certain Dixie Aerospace, LLC Main Shaft bearings

10/04/2011 Docket # FAA-2011-0935 http://www.gpo.gov/fdsys/pkg/FR-2011-10-04/html/2011-25481.htm

Effective 10/19/2011. Comments due 11/19/2011. This AD requires an inspection of the airplane records to determine if a Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, is installed in the engine. If installed, it requires removal from service before further flight.

AD: Viking Air Limited model DHC-3 (Otter) Airplanes With Supplemental Type Certificate (STC) SA 09866SC

10/11/2011 Docket # FAA-2011-0543 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26002.htm

Effective 10/11/2011. This AD corrects the wording on how the AD is justified on an earlier AD without affecting the action of the AD.

SC: The Boeing Company, model 747-8, Upper Deck Occupancy

10/11/2011 Docket # FAA-2011-1066 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-25504.htm

Effective 9/28/2011. Comments due 11/25/2011. These special conditions contain additional safety standards regarding upper deck occupancy.

AD: Airbus Model A300 B2-1C, A300 B2-203, A300 B2K-3C, A300-B4-103, A300 B4-203, and A300 B4-2C Airplanes

10/12/2011 Docket # FAA-2011-0389 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25617.htm

Effective 11/16/2011. This AD requires repetitive detailed inspections for disbonding and cracking of the fuselage inner doubler; eddy current and ultrasonic inspections of the fuselage longitudinal lap joints for cracking; and repair if necessary.

AD: Airbus Model A300 243F Airplanes Equipped With Rolls Royce Trent 700 Series Engines

10/12/2011 Docket # FAA-2011-0999 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25778.htm

Effective 10/27/2011. Comments due 11/28/2011. This AD requires performing a general visual inspection of the hinge assemblies and along the beam structure of the right and left engine thrust reversers for cracks.

AD: Aviointeriors S.p.A. Passenger Seat 12M Series, Installed on But Not Limited to ATR Model ATR42 Airplanes and Model ATR72 Airplanes

10/12/2011 Docket # FAA-2011-1000 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25800.htm

Effective 10/27/2011. Comments due 11/28/2011. This AD requires replacing the backrests before reaching the threshold specified in the compliance paragraph of this AD.

AD: The Boeing Company Model 767 Airplanes

10/12/2011 Docket # FAA-2010-0033 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25618.htm

Effective 11/16/2011. This AD supersedes AD 2006-24-04, requiring repetitive detailed and high frequency eddy current inspections of the station 1809.5 bulkhead for cracking, and corrective actions if necessary.

AD: The Boeing Company Model 777-200, -200LR, -300, and -300Er Series Airplanes

10/12/2011 Docket # FAA-2010-1312 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25754.htm

Effective 11/16/2011. This AD requires installing foreign object debris rubber shields over the primary and secondary external power connectors for certain airplanes, and wrapping silicone tape around the hydraulic tube for certain other airplanes.

AD: Bombardier Inc. Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Airplanes; Equipped With Certain Cockpit Door Installations

10/12/2011 Docket # FAA-2011-0479 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25770.htm

Effective 11/16/2011. This AD requires modifying the cockpit door from a single-point attachment to a two-point attachment.

AD: Diamond Aircraft Industries GmbH Airplanes With Supplemental Type Certificate (STC) SA03674AT

10/12/2011 Docket # FAA-2011-0687 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-26001.htm

Effective 11/16/2011. This AD requires deactivation of the vapor cycle system, removal of the compressor and bracket, and revision to the airplane weight and balance.

AD: Fokker Service B.V. Model F.27 Mark 050, 200, 300, 400, 500, 600, and 700 Airplanes; and Model F.28 Airplanes

10/12/2011 Docket # FAA-2011-0568 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-25768.htm

Effective 11/16/2011. This AD requires re-working the wiring and the installation of a fuse packed in a jiffy junction in the wiring of the fuel pilot valve solenoid.

AD: Pratt & Whitney Canada PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 Series Turboprop Engines

10/17/2011 Docket # FAA-2011-1038 http://www.gpo.gov/fdsys/pkg/FR-2011-10-17/html/2011-26840.htm

Effective 11/01/2011. Comments due 12/01/2011. This emergency AD requires the removal of affected part manufacturer approval (PMA) replacement Timken Alcor Aerospace Technologies, Inc. (TAATI) first stage reduction sun gears and the interacting planet gears, from the propeller reduction gearbox assembly.

AD: WYTWORNIA SPRZETU KOMUNIKACYJENGO (WSK) "PZL-RZESZOW"-SPOLKA AKCYJNA (SA) PZL-10W Turboshaft Engines

10/17/2011 Docket # FAA-2011-0760 http://www.gpo.gov/fdsys/pkg/FR-2011-10-17/html/2011-26274.htm

Effective 10/17/2011. This AD corrects the incorrect effective date in paragraph (a) of the original AD.

AD: Airbus Airplanes

10/19/2011 Docket # FAA-2011-0264 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26257.htm

Effective 11/23/2011. This AD supersedes an existing AD and requires holders of type certificates for passenger transport airplanes to conduct a design review against explosion risks.

AD: Airbus Model A300 B4-103, B4-203, and B4-2C Airplanes

10/19/2011 Docket # FAA-011-0478 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26082.htm

Effective 11/23/2011. This AD requires a repetitive lubrication greasing action at the level of the pick-up jack fitting.

AD: BAE SYSTEMS (Operations) Limited Model 4101 Airplanes

10/19/2011 Docket # FAA-2011-0306 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-25802.htm

Effective11/23/2011. This AD requires the implementation of new or more restrictive maintenance requirements and/or airworthiness limitations as specified in the defined parts of Chapter 05 of the airplane maintenance manual at Revision 33.

AD: Bombardier, inc. Airplanes

10/19/2011 Docket # FAA-2011-0564 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26081.htm

Effective11/23/2011. This AD requires replacing certain water accumulator assemblies installed on the pitot and static lines of the air data computer with new or serviceable water accumulator assemblies.

AD: Diamond Aircraft Industries Powered Sailplanes

10/19/2011 Docket # FAA-2011-0811 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26300.htm

Effective 11/23/2011. This AD requires repetitive tests and inspection of the air brake control system torsion tube and applicable corrective actions, depending on findings.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

10/19/2011 Docket # FAA-2011-0312 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26718.htm

Effcective11/23/2011. This AD requires repetitive detailed inspections for cracking of the rearward and forward face of the APU firewall, and repair if necessary.

AD: Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-710 Series Turbofan Engines

10/19/2011 Docket # FAA-2011-0684 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26885.htm

Effective11/23/2011. This AD requires revising the airworthiness limitations section of the approved maintenance program (reference the TLM chapters 05-00-01 and 05-00-02 of the applicable Ems) to remove the requirement to record each touch-and-go or overshoot as 1/50 a flight cycle (FC) on an engine installed on an airplane used for Pilot Training, and adding a requirement to record each touch-and-go or overshoot as I FC to the life of all critical parts and the fan blades.

AD: Sicma Aero Seat passenger Seat Assemblies Installed on Various Transport Category Airplanes

10/19/2011 Docket # FAA-2010-0040 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-26083.htm

Effective11/23/2011. This AD requires a general visual inspection for cracking of backrest links; replacement with new, improved links if cracking is found; and eventual replacement of all links with new, improved links.

SC: Gulfstream Aerospace Corporation, Model GIV-X Airplane; Aircraft Electronic System Security Protection From Unauthorized External Access

10/20/2011 Docket # FAA-2011-1141 http://www.gpo.gov/fdsys/pkg/FR-2011-10-20/html/2011-27196.htm

Effective 10/13/2011. Comments due 12/05/2011. These special conditions contain additional safety standards regarding the architecture and connectivity capabilities of the airplane's computer systems and networks, which may allow access by external computer systems and networks.

SC: Gulfstream Aerospace Corporation, Model GIV-X Airplane; Isolation or Aircraft Electronic System Security Protection From Unauthorized Internal Access

10/20/2011 Docket # FAA-2011-1140 http://www.gpo.gov/fdsys/pkg/FR-2011-10-20/html/2011-27198.htm

Effective 10/13/2011. Comments due 12/05/2010. These special conditions contain additional safety standards for the connectivity of the passenger domain computer systems to the airplane critical systems and data networks.

AD: Airbus Airplanes

10/25/2011 Docket # FAA-2011-0255 http://www.gpo.gov/fdsys/pkg/FR-2011-10-25/html/2011-27005.htm

Effective 11/29/2011. This AD requires the modification of the electrical installation in the pylon/wing interface to avoid wire damages.

AD: Airbus Model A310 Series Airplanes

10/25/2011 Docket # FAA-2011-0650 http://www.gpo.gov/fdsys/pkg/FR-2011-10-25/html/2011-27393.htm

Effective 11/29/2011. This AD requires conducting a design review against explosion risks.

AD: Rolls-Royce plc RB211-524 Series, RB211-Trent 700 Series, and RB211-Trent 800 Series Turbofan Engines

10/25/2011 Docket # FAA-2010-0993 http://www.gpo.gov/fdsys/pkg/FR-2011-10-25/html/2011-27513.htm

Effective 11/29/2011. This AD requires a change to the initial and repeat borescope inspection intervals for the front combustion liner.

AD: Agusta S.p.A. Model AB139 and AW139 Helicopters

10/27/2011 Docket # FAA-2011-1034 http://www.access.gpo.gov/su_docs/aces/fr-cont.html

Effective 11/14/2011. Comments due 12/27/2011. This AD requires a daily check of the tailboom panels for bulging or deformation of the tailboom outer skin panels and mandates additional repairs and inspections as warranted.

AD: Bell Helicopter Textron Canada (Bell) Model 407 and 427 Helicopters

10/27/2011 Docket # FAA-2011-1035 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27687.htm

Effective 11/14/2011. Comments due 12/27/2011. This AD requires inspecting certain hydraulic servo actuators to determine whether the shaft turns independently of the nut or the clevis assembly.

AD: Bombardier, Inc. Model Cl-215-1A10, Cl-215-6B11 (CL-215T Variant), and Cl-215-6B11 (CL-415 Variant) Airplanes.

10/27/2011 Docket # FAA-2011-1096 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27599.htm

Effective 11/14/2011. Comments due 12/12/2011. This AD requires repetitive eddy current inspections and a one-time fluorescent penetrant inspection of the main landing gear upper member forward lugs to determine fleet condition.

AD: Erickson Air-Crane Incorporated Model S-64F Helicopters

10/27/2011 Docket # FAA-2010-0909 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27775.htm

Effective 12/01/2011. This AD requires, at specific intervals, certain inspections of the rotating swashplate assembly (swashplate) for a crack. If a crack is found, this AD also requires, before further flight, replacing the swashplate with an airworthy swashplate.

AD: Eurocopter France (Eurocopter) Model AS332L, AS332L1, and AS332L2 Helicopter

10/27/2011 Docket # FAA-2011-0939 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27673.htm

Effective 11/14/2011. Comments due 12/27/2011. This AD requires inspecting the upper end fitting ball joint of the main rotor servocontrols for lateral play, and depending on the findings either repetitive inspecting the ball joint or replacing the servocontrol.

AD: Eurocopter France (Eurocopter) Model EC225LP Helicopters

10/27/2011 Docket # FAA-2011-1074 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27680.htm

Effective 11/14/2011. Comments due 12/27/2011. This AD requires inspecting the side mount of the pilot and copilot seats to determine if any floor attachment screw, nut, or washer is missing. If a screw, nut, or washer is missing, this AD also requires installing airworthy parts.

AD: Eurocopter France (Eurocopter) Model EC225LP Helicopters

10/27/2011 Docket # FAA-2011-1033 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27680.htm

Effective 11/14/2011. Comments due 12/27/2011. This AD requires inspecting the dome fairing support for a crack at the dome fairing attachment point. If a crack is found, this AD requires repetitive inspections and retorquing the screws at specific intervals.

AD: Sikorsky Aircraft Corporation (Sikorsky) Model S-92A Helicopters

10/27/2011 Docket # FAA-2011-0792 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27773.htm

Effective 11/14/2011. Comments due 12/27/2011. This AD requires making pen and ink changes, inserting a copy of this AD, or inserting specific temporary revision into the Limitations section of the Rotocraft Flight Manual limiting the maximum rolling groundspeed for a normal landing or takeoff from 65 knots to 50 knots for helicopters within a certain serial number landing gear retract actuator (actuator).

AD: Bell Helicopter Textron, Inc. Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, 412CF, 412EP Helicopters.

10/31/2011 Docket # FAA-2011-0573 http://www.gpo.gov/fdsys/pkg/FR-2011-10-31/html/2011-27769.htm

Effective 11/15/2011. Comments due 12/30/2011. This AD supersedes an earlier AD and adds new blade part numbers (P/Ns) and serial numbers (S/Ns) to the applicability.

Your Two Cents—October 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document

NPRM AD: Aviation Communication & Surveillance Systems (ACSS) Traffic Alert and Collision Avoidance System (TCAS) Units

10/07/2011 Docket # FAA-2010-1204 http://www.gpo.gov/fdsys/pkg/FR-2011-10-07/html/2011-26084.htm

Comments due 11/07/2011. This proposed AD would require upgrading software.

NPRM AD: Airbus Airplanes

10/11/2011 Docket # FAA-2011-1066 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26113.htm

Comments due 11/25/2011. This proposed AD would require repetitive inspections of cracks on the MLG (main landing gear) Rib5 RH (right-hand) and LH (left-hand) attachment fitting lower flanges.

NPRM AD: Airbus Model A310 Series Airplanes

10/11/2011 Docket # FAA-2011-1060 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26106.htm

Comments due 11/25/2011. This proposed AD would require the modification of the route 2S of the fuel electrical circuit in the right-hand wing.

NPRM AD: The Boeing Company Airplanes

10/11/2011 Docket # FAA-2011-1065 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26105.htm

Comments due 11/25/2011. This proposed AD would require modifying the floor panels, removing drains; installing floor supports, floor drain trough doublers, drain troughs, and drains; and sealing and taping the floor panels.

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

10/11/2011 Docket # FAA-2006-25001 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26104.htm

Comments due 11/25/2011. This proposed AD would revise a second supplemental NPRM by prohibiting installation of certain non-fireproof thrust reverser seals.

NPRM AD: The Boeing Company Model 767 Airplanes

10/11/2011 Docket# FAA-2010-0277 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26107.htm

Comments due 11/25/2011. This proposed AD would revise an earlier proposed AD to reduce compliance times.

NPRM AD: The Boeing Company Model 767-200 and -300 Series Airplanes

10/11/2011 Docket # FAA-2011-1063 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26109.htm

Comments due 11/25/2011. This proposed AD would require installing cargo bulkhead supports, ceiling supports, secondary dam support, drainage tubing, and ceiling panels to the forward lower lobe in the forward cargo compartment.

NPRM AD: Bombardier, Inc. Model BD-100-1A10 (Challenger 300) Airplanes

10/11/2011 Docket # FAA-2011-1064 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26111.htm

Comments due 11/25/2011. This proposed AD would require revising the maintenance program by incorporating Task 27-40-00-107, “Horizontal Stabilizer Trim Actuator No Back,” in accordance with Bombardier Temporary Revision 5-2-59, dated November 25, 2010, to Section 5-10-40.

NPRM AD: Dassault Aviation Model FALCON 7X Airplanes

10/11/2011 Docket # FAA-2011-1061 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26112.htm

Comments due 11/25/2011. This proposed AD would require replacing certain part number Ram Air Turbine Transformer Rectifier Unit.

NPRM AD: Fokker Services B.V. Model F. 27 Mark 050 and F. 28 Makr 0070 and 0100 Airplanes

10/11/2011 Docket # FAA-2011-1067 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26108.htm

Comments due 11/25/2011. This proposed AD would require replacing Tritium exit signs and lighting strips when their brightness has deteriorated below acceptable levels.

NPRM AD: Saab Ab, Saab Aerosystems Model 340A (SAAB/SF340A) and SAAB 340B Airplanes

10/11/2011 Docket # FAA-2011-1062 http://www.gpo.gov/fdsys/pkg/FR-2011-10-11/html/2011-26110.htm

Comments due 11/25/2011. This proposed AD would require performing an inspection of the main landing gears separation bolt harness for broken wires and corroded connectors.

NPRM AD: The Boeing Company Model 737-100, -200, -2011C, -300, -400, and -500 Series Airplanes

10/12/2011 Docket # FAA-2011-1068 http://www.gpo.gov/fdsys/pkg/FR-2011-10-12/html/2011-26242.htm

Comments due 11/28/2011. This proposed AD would require installing an automatic shutoff system for the center and auxiliary tank fuel boost pumps, installing a placard in the airplane flight deck, and replacing the P5-2 fuel system for the center and auxiliary tank fuel boost pumps. It would also require revisions to the Limitation and Normal Procedures section of the airplane flight manual to advise the flightcrew of certain operating restrictions for airplanes equipped with an automatic shutoff system. It would also require revisiting the maintenance program by incorporating new airworthiness limitations for fuel tank systems to satisfy Special Federal Aviation Regulation No. 88 requirements.

NPRM AD: Eclipse Aerospace, inc. Airplanes Equipped With Pratt & Whitney Canada, Corp. PW610F-A Engines

10/13/2011 Docket # FAA-2011-0199 http://www.gpo.gov/fdsys/pkg/FR-2011-10-13/html/2011-26478.htm

Comments due 11/28/2011. This proposed AD would revise the existing AD, clarifying the engine applicability, and allowing the option of incorporating the design change to terminate the current operating limitation and restore the original certificated maximum operating altitude of 41,000 feet.

NPRM AD: CFM International, S.A. Model CFM56-5B Series Turbofan Engines

10/18/2011 Docket # FAA-2011-0946 http://www.gpo.gov/fdsys/pkg/FR-2011-10-18/html/2011-26823.htm

Comments due12/02/2011. This proposed AD would require removing from service certain serial number fan blades.

NPRM AD: General Electric Company Cf34-10E Series Turbofan Engines

10/18/2011 Docket # FAA-2011-0599 http://www.gpo.gov/fdsys/pkg/FR-2011-10-18/html/2011-26824.htm

Comments due12/02/2011. This proposed AD would require removing from service center vent duct support assemblies from CF34-10E series turbofan engines.

NPRM AD: General Electric Company (GE) Turbofan Engines

10/18/2011 Docket # FAA-2011-0982 http://www.gpo.gov/fdsys/pkg/FR-2011-10-18/html/2011-26825.htm

Comments due12/02/2011. This proposed AD would require a one-time inspection of the No. 3 bearing packing for an incorrect cooling hole size and, if it is found nonconforming, removing the packing and removing certain engine rotating life-limited parts, if they were operated with the wrong packing for a specific number of cycles.

NPRM AD: Rolls-Royce plc (RR) Turbofan Engines

10/18/2011 Docket # FAA-2007-28059 http://www.gpo.gov/fdsys/pkg/FR-2011-10-18/html/2011-26821.htm

Comments due12/02/2011. This proposed AD would supersede an existing AD and would continue to require initial inspections, adding additional inspections, and an optional terminating action.

NPRM AD: Thielert Aircraft Engines GmbH (TAE) Models TAE 125-02-99 and TAE 125-01 Reciprocating Engines

10/18/2011 Docket # FAA-2009-0948 http://www.gpo.gov/fdsys/pkg/FR-2011-10-18/html/2011-26822.htm

Comments due11/17/2011. This proposed AD would revise an existing AD and would require initial and repetitive replacements of the rail pressure control valve.

NPRM AD: Thielert Aircraft Engines GmbH (TAE) TAE 125-02-99 and TAE 125-02-114 Reciprocating Engines

10/18/2011 Docket # FAA-2011-0956 http://www.gpo.gov/fdsys/pkg/FR-2011-10-18/html/2011-26827.htm

Comments due12/02/2011. This proposed AD would require replacing affected friction disks.

NPRM AD: Airbus Model A318, A319, A320, and A321 Series Airplanes

10/19/2011 Docket # FAA-2011-1087 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-27026.htm

Comments due12/05/2011. This proposed AD would require the replacement of both flight warning computer units with minimum FWC P/N 350E053020909 (H2F5) units, introducing “Enhanced RETARD” logic.

NPRM AD: Bombardier, Inc. Model BD-100-1A10 (Challenger 300) Airplanes

10/19/2011 Docket # FAA-2011-1089 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-27011.htm

Comments due12/05/2011. This proposed AD would require an inspection to determine if a certain oxygen Cylinder and Regulator Assemblies (CRA) is installed and the replacement of oxygen CRAs containing pressure regulators that do not meet the required material properties.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

10/19/2011 Docket # FAA-2011-1090 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-27009.htm

Comments due12/05/2011. This proposed AD would require the wiring changes to ModSum 3-126513, Seal System Shut Off Valve Control Logic Change in order to prevent failure conditions of the airstair door seal.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

10/19/2011 Docket # FAA-2011-1088 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-27023.htm

Comments due12/05/2011. This proposed AD would require a one-time general visual inspection for sealant blockages and removal of any sealant interfering with the airstair gearbox drain paths.

NPRM AD: General Electric Company Turbofan Engines

10/19/2011 Docket # FAA-2010-0068 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-27006.htm

Comments due12/05/2011. This proposed AD would establish a new lower life limit for the low pressure turbine rotor stage 3 disks.

NPRM AD: Learjet Inc. Model 45 Airplanes

10/19/2011 Docket # FAA-2011-1069 http://www.gpo.gov/fdsys/pkg/FR-2011-10-19/html/2011-27006.htm

Comments due12/05/2011. This proposed AD would require revising the maintenance program to include new or more restrictive life-limits and inspections.

NPRM AD: Rolls-Royce plc (RR) Turbofan Engines

10/20/2011 Docket # FAA-2010-0562 http://www.gpo.gov/fdsys/pkg/FR-2011-10-20/html/2011-27069.htm

Comments due12/19/2011. This proposed AD would require changing the definition of a shop visit to be less restrictive.

NPRM SC: Embraer S.A.; Model EMB 500; Single-Place Side Facing Seat Dynamic Test Requirements

10/20/2011 Docket # FAA-2011-1131 http://www.gpo.gov/fdsys/pkg/FR-2011-10-20/html/2011-27119.htm

Effective 10/12/2011. Comments due 11/21/2011. These special conditions contain additional safety standards regarding side-facing seats.

NPRM AD: SOCATA Airplanes

10/21/2011 Docket # FAA-2011-1139 http://www.gpo.gov/fdsys/pkg/FR-2011-10-21/html/2011-27264.htm

Comments due12/05/2011. This proposed AD would require an inspection to verify the correct installation of the aileron control cables.

NPRM AD: Schempp-Hirth Flugzeugbau GmbH Gliders

10/21/2011 Docket # FAA-2011-1155 http://www.gpo.gov/fdsys/pkg/FR-2011-10-21/html/2011-27267.htm

Comments due12/05/2011. This proposed AD would require the replacement of daily inspections pages of the Aircraft Flight Manual describing the engine pylon inspection instructions, an inspection done in accordance with those instructions, and the replacement with a newly designed engine pylons if necessary.

NPRM AD: The Boeing Company Model 757 Airplanes

10/25/2011 Docket # FAA-2011-1093 http://www.gpo.gov/fdsys/pkg/FR-2011-10-25/html/2011-27484.htm

Comments due 12/09/2011. This proposed AD would require repetitive detailed inspections for discrepancies of the horizontal stabilizer ballscrew assembly; repetitive lubrication of the horizontal stabilizer trim control system; repetitive measurements for discrepancies of the ballscrew to ballnut freeplay; and corrective actions if necessary.

NPRM AD: EADS CASA (Type Certificate Previously Held by Construcciones Aeronauticas, S.A.) Airplanes

10/25/2011 Docket # FAA-2011-1091 http://www.gpo.gov/fdsys/pkg/FR-2011-10-25/html/2011-27485.htm

Comments due 12/09/2011. This proposed AD would require an inspection to determine the part number of the engine condition control cable, repetitive detailed inspections for excessive wear of the affected engine condition control cable, and its replacement.

NPRM AD: Rolls-Royce plc (RR) RB211-535 Series Turbofan Engines

10/25/2011 Docket # FAA-2009-0994 http://www.gpo.gov/fdsys/pkg/FR-2011-10-25/html/2011-27512.htm

Comments due 12/27/2011. This proposed AD would change the definition of a shop visit to be less restrictive.

NPRM SC: Gulfstream Aerospace LP (GALP) Model G280 Airplane, Operation Without Normal Electrical Power

10/27/2011 Docket # FAA-2011-1172 http://www.gpo.gov/fdsys/pkg/FR-2011-10-27/html/2011-27765.htm

Comments due 11/16/2011. This proposed SC would contain information about novel or unusual design features associated with operating without normal electrical power in the Gulfstream Aerospace LP (GALP) Model G280 airplane.

Final Documents—September 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: Austro Engine GmbH Model E4 Diesel Piston Engines

09/01/2011 Docket # FAA-2010-1055 http://www.gpo.gov/fdsys/pkg/FR-2011-09-01/html/2011-22347.htm

Effective 10/06/2011. This Airworthiness Directive (AD) requires installing fuel pump part number E4A-30-200-000, as a mandatory terminating action to the repetitive inspections of the current AD.

AD: Dowty Propellers Type R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13 Propeller Assemblies

09/06/2011 Docket # FAA-2010-1270 http://www.gpo.gov/fdsys/pkg/FR-2011-09-06/html/2011-22566.htm

Effective 10/11/2011. This AD requires introducing a new hub assembly part number as an optional terminating action to the repetitive hub inspections.

Special Conditions: Dassault Falcon Model 900 and 900EX Airplanes; Interaction of Systems and Structures

09/06/2011 Docket # NM463 http://www.gpo.gov/fdsys/pkg/FR-2011-09-06/html/2011-22631.htm

Effective 08/29/2011. Comments due 10/06/2011. These special conditions set forth additional safety standards regarding the automated wing-load-alleviation system.

Special Conditions: Embraer S.A.; Model EMB 505; Single-Place Side-Facing Lavatory Seat Dynamic Test Requirements

09/07/2011 Docket # CE315 http://www.gpo.gov/fdsys/pkg/FR-2011-09-07/html/2011-22880.htm

Effective 08/31/2011. Comments due 10/07/2011. These special conditions set forth additional safety standards regarding the installation of a single-place side-facing seat.

Airworthiness Standard: Rotor Overspeed Requirements; Correction

09/08/2011 Docket # FAA-2010-0398 http://www.gpo.gov/fdsys/pkg/FR-2011-09-08/html/2011-23025.htm

Effective 09/08/2011. This rule corrects an unintentional error in the preamble of the final rule, Airworthiness Standards; Rotor Overspeed Requirements, published on July 18, 2011 (76 FR 42020).

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

09/09/2011 Docket # FAA-2011-0471 http://www.gpo.gov/fdsys/pkg/FR-2011-09-09/html/2011-22277.htm

Effective 10/14/2011. This rule requires an inspection for the part number of the left and right elevator torque tube assemblies and, if necessary, replacing the elevator torque tube assembly or replacing the elevator torque tube rivets, and re-identifying the assemblies.

AD: Empresa Basileira de Aeronautica S.A. (EMBRAER) Model ERJ 170 and ERJ 190 Airplanes

09/09/2011 Docket # FAA-2010-1310 http://www.gpo.gov/fdsys/pkg/FR-2011-09-09/html/2011-21622.htm

Effective 10/14/2011. This rule requires replacing shear pins in the rear outboard and inboard shear pin assembly in the right-and left-hand pylons with new parts.

AD: Empresa Basileira de Aeronautica S.A. (EMBRAER) Model ERJ 190 Airplanes

09/09/2011 Docket # FAA-2011-0216 http://www.gpo.gov/fdsys/pkg/FR-2011-09-09/html/2011-22028.htm

Effective 10/14/2011. This rule requires modifying the escape slides of the forward passenger and service doors, and borescope inspections for damage of the aspirator body and inlet cross valve.

Special Conditions: Pratt and Whitney Canada Model PT6C-67E Turboshaft Engine

09/12/2011 Docket # NE133 http://www.gpo.gov/fdsys/pkg/FR-2011-09-12/html/2011-23189.htm

Effective 10/12/2011. These special conditions set forth additional safety standards regarding the 30-Minute All Engines Operating (AEO) power rating.

AD: Airbus Model A318, A319, A320, and A321 Series Airplanes

09/13/2011 Docket # FAA-2011-0917 http://www.gpo.gov/fdsys/pkg/FR-2011-09-13/html/2011-23131.htm

Effective 9/28/2011. Comments due 10/28/2011. This AD requires amendments to the airplane flight manual to ensure that the flight crew applies the appropriate “Display unit failure” procedure.

AD: Airbus Model A330-200 and -300 Series Airplanes, and Model A340-200 and -300 Series Airplanes

09/13/2011 Docket # FAA-2011-0474 http://www.gpo.gov/fdsys/pkg/FR-2011-09-13/html/2011-22380.htm

Effective 10/18/2011. This AD requires installation of a protective sleeve and an additional bracket to maintain the appropriate distance between wires.

AD: Airbus Model A330-201, -202, -203, -223, and -243 Airplanes, Model A330-300 Series Airplanes, Model A340-200 Series Airplanes, and Model A340-300 Series Airplanes

09/13/2011 Docket # FAA-2011-0387 http://www.gpo.gov/fdsys/pkg/FR-2011-09-13/html/2011-22635.htm

Effective 10/18/2011. This AD requires vacuum loss and elasticity laminate checker inspections for damage including de-bonding between the skin and honeycomb core of the rudder, and repair if necessary.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

09/13/2011 Docket # FAA-2011-0381 http://www.gpo.gov/fdsys/pkg/FR-2011-09-13/html/2011-22278.htm

Effective 10/18/2011. This AD requires revising the maintenance program by incorporating Task 320100-213 as specified in Bombardier Temporary Revision (TR) MRB-45, dated October 6, 2009, to Section I-32, Systems/Powerplant Maintenance Program, of Part I of the Maintenance Review Board Report of the Bombardier Q400 Dash 8 Maintenance Requirements Manual, PSM I-84-7.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

09/13/2011 Docket # FAA-2011-0151 http://www.gpo.gov/fdsys/pkg/FR-2011-09-13/html/2011-22468.htm

Effective 10/18/2011. This AD supersedes AD 2007-22-09, Amendment 39-15245, and requires a general visual inspection to detect discrepancies of the left- and right-hand main landing gear system and corrective actions, in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA).

AD: Lycoming Engines Model IO-720-A1B Reciprocating Engines

09/14/2011 Docket # FAA-2011-0604 http://www.gpo.gov/fdsys/pkg/FR-2011-09-14/html/2011-22244.htm

Effective 09/29/2011. Comments due 10/31/2011. This AD requires a crankshaft inspection for certain parts that may be installed.

AD: Airbus Model A318, A319, A320, and A321 Series Airplanes

09/16/2011 Docket # FAA-2010-1045 http://www.gpo.gov/fdsys/pkg/FR-2011-09-16/html/2011-23468.htm

Effective 10/21/2011. This AD requires a one-time inspection of the elevator servo-control rod eye-ends for aircraft that have accumulated more than 10,000 total Flight-Cycles since first flight and corrective actions as necessary.

Special Conditions: Boeing Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes; Rechargeable Lithium-Ion Battery installations

09/16/2011 Docket # NM464 http://www.gpo.gov/fdsys/pkg/FR-2011-09-16/html/2011-23720.htm

Effective 09/09/2011. Comments due 10/31/2011. These special conditions contain additional safety standards regarding the installation of rechargeable lithium-ion batteries.

Special Conditions: Cessna Aircraft Company Model M680 Airplane; Rechargeable Lithium-Ion Battery Installations

09/16/2011 Docket # NM462 http://www.gpo.gov/fdsys/pkg/FR-2011-09-16/html/2011-23718.htm

Effective 10/17/2011. These special conditions contain additional safety standards regarding rechargeable lithium-ion batteries.

AD: WYTWORNIA SPRZETU KOMUNIKACYJNEGO (WSK) "PZL-RZESZOW'-SPOLKA AKCYJNA (SA) PZL-10W Turboshaft Engines

09/16/2011 Docket # FAA-2011-0760 http://www.gpo.gov/fdsys/pkg/FR-2011-09-19/html/2011-23930.htm

Effective 10/04/2011. Comments due 10/19/2011. This AD requires an inspection of the fuel metering pump shaft and associated corrective actions, as applicable.

AD: 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 and -300 Airplanes

09/20/2011 Docket # FAA-2010-1163 http://www.gpo.gov/fdsys/pkg/FR-2011-09-20/html/2011-22032.htm

Effective 10/25/2011. This AD allows issuance of a specific flight permit if a crack was found that is less than or equal to 12.5 mm (0.49 inch).

AD: The Boeing Company Airplanes

09/20/2011 Docket # FAA-2011-0221 http://www.gpo.gov/fdsys/pkg/FR-2011-09-20/html/2011-23709.htm

Effective 10/25/2011. This AD requires repetitive eddy current inspections for cracks on the area around certain fasteners of the access opening doubler on the left and right wing center spar lower cap, and repair, if necessary.

AD: Airbus Model A300 B4-600, B4-600r, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes) and A310 Series Airplanes

09/23/2011 Docket # FAA-2011-0647 http://www.gpo.gov/fdsys/pkg/FR-2011-09-23/html/2011-24203.htm

Effective 10/28/2011. This AD requires, for certain rudders, including vacuum loss inspections and elasticity laminate checker inspections for defects. If any defects are found, contact the FAA or EASA for repair instructions. For certain other rudders, the required actions include replacing the rudder with a serviceable rudder.

AD: BAE Systems (Operations) Limited Model BAe 146 and Avro 146-RJ Airplanes

09/23/2011 Docket # FAA-2011-0569 http://www.gpo.gov/fdsys/pkg/FR-2011-09-23/html/2011-24202.htm

Effective 10/28/2011. This AD requires repetitive general visual inspections for damage of the main landing gear shock absorber lower attachment pins and replacement, depending on findings.

AD: BAE Rolls-Royce plc (RR) Rb211-Trent 800 Series Turbofan Engines, correction

09/23/2011 Docket # FAA-2010-0821 http://www.gpo.gov/fdsys/pkg/FR-2011-09-23/html/2011-24282.htm

Effective 06/07/2011. This AD corrects an existing AD: The compliance instructions in the regulatory section paragraphs (e)(3) and (e)(5) are partially correct and do not fully meet our intent.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Airplanes

09/26/2011 Docket # FAA-2011-0713 http://www.gpo.gov/fdsys/pkg/FR-2011-09-26/html/2011-23768.htm

Effective 10/31/2011. This AD requires replacement of the bolts that attach the balance mass weights to the elevator structure.

Your Two Cents—September 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking (NPRM) AD: Lycoming Engines (Type Certificate Previously Held by Textron Lycoming) Reciprocating

09/01/2011 Docket # FAA-2011-0533 http://www.gpo.gov/fdsys/pkg/FR-2011-09-01/html/2011-22351.htm

Comments due 10/17/2011. This proposed AD would require removing and inspecting certain "machined-from-billet" Volare LLC HA-6 carburetors and repairing or replacing the carburetor.

NPRM AD: The Boeing Company Model 737-200, -200C, -300, -400, and -500 Series Airplanes

09/01/2011 Docket # FAA-2011-0914 http://www.gpo.gov/fdsys/pkg/FR-2011-09-01/html/2011-22370.htm

Comments due 10/17/2011. This proposed AD adds inspections, reduces inspection thresholds for certain airplanes, extends certain repetitive inspection intervals, and adds airplanes to the applicability of the existing AD.

NPRM AD: PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 Airplanes

09/01/2011 Docket # FAA-2011-0954 http://www.gpo.gov/fdsys/pkg/FR-2011-09-01/html/2011-22387.htm

Comments due 10/17/2011. This proposed AD would require replacing defective main landing gear actuators with serviceable ones.

NPRM AD: e Boeing Company Model 747 Airplanes

09/01/2011 Docket # FAA-2011-0915 http://www.gpo.gov/fdsys/pkg/FR-2011-09-01/html/2011-22371.htm

Comments due 10/17/2011. This proposed AD would require repetitive general visual inspections for broken or missing latch pins of the lower sills of the forward and aft lower lobe cargo doors; repetitive detailed inspections for cracking of the latch pins; and corrective actions if necessary.

NPRM AD: Pacific Aerospace Limited Airplanes

09/08/2011 Docket # FAA-2011-0971 http://www.gpo.gov/fdsys/pkg/FR-2011-09-08/html/2011-22933.htm

Comments due 10/24/2011. This proposed AD would require reviewing the aircraft records, doing a conformity inspection for an approved design hopper lid installation, and corrective action.

NPRM AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model L-1011 Series Airplanes

09/21/2011 Docket # FAA-2011-0919 http://www.gpo.gov/fdsys/pkg/FR-2011-09-21/html/2011-24270.htm

Comments due 11/07/2011. This proposed AD would require repetitive inspections for cracking of the wing rear spar and upper surface zones, and repair if necessary.

NPRM AD: Airworthiness Directives; the Boeing Company Airplanes

09/22/2011 Docket # FAA-2011-0991 http://www.gpo.gov/fdsys/pkg/FR-2011-09-22/html/2011-24356.htm

Comments due 11/07/2011. This proposed AD would supersede an existing AD , it would add requirements for certain airplanes, by modifying the tension tie structure or tension tie and frame structure at certain stations; and a post-modification inspection of the modified area and post-modification repetitive inspections of the unmodified area, and repair if necessary. This action would terminate the repetitive inspection requirements of the existing AD. This proposed AD would also reduce the compliance time and add inspections for certain airplanes.

NPRM AD: Bombardier, Inc. Model CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) Airplanes

09/23/2011 Docket # FAA-2011-0992 http://www.gpo.gov/fdsys/pkg/FR-2011-09-23/html/2011-24432.htm

Comments due 11/07/2011. This proposed AD would require, within 72 months after the effective date, replacing the air-driven generator power feeder cable, in accordance with the Accomplishment instructions of Bombardier Service Bulletin 604-24-024, dated January 31, 2011.

NPRM AD: The Boeing Company Airplanes

09/27/2011 Docket # FAA-2011-0993 http://www.gpo.gov/fdsys/pkg/FR-2011-09-27/html/2011-24748.htm

Comments due 11/14/2011. This proposed AD would require repetitive inspections for cracking of the aft pressure bulkhead at station (STA) 1582, repair or replacement of any cracked bulkhead, and eventual replacement of the aft pressure bulkhead at STA 1582 with a new bulkhead.

NPRM AD: BRP-Powertrain GMBH & CO KG 914 F2, 914 F3, and 914 F4 Reciprocating Engines

09/28/2011 Docket # FAA-2011-1022 http://www.gpo.gov/fdsys/pkg/FR-2011-09-28/html/2011-24842.htm

Comments due 11/14/2011. This proposed AD would require the replacement of all affected part number 887130 fuel pressure regulators with parts eligible for installation.

Final Documents—August 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Airworthiness Directives (AD): Cessna Aircraft Company (Cessna) Models 337, 337A, USAF02B), 337B, 337C, 337D, 337E, T337E, 337F, 7337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP Airplanes

8/01/2011 Docket # FAA-2011-0450 http://www.gpo.gov/fdsys/pkg/FR-2011-08-01/html/2011-18242.htm

Effective 09/06/2011. This AD requires inspecting the wings for internal and external damage, repairing any damage, reinforcing the wings, installing operational limitation placards in the cockpit, and adding limitations to the airplane flight manual supplement.

AD: Superior Air Parts and Lycoming Engines (Formerly Textron Lycoming) Fuel-Injected Engines

8/01/2011 Docket # FAA-2011-0547 http://www.gpo.gov/fdsys/pkg/FR-2011-08-01/html/2011-18168.htm

Effective 08/16/2011. Comments due 09/15/2011. This AD requires removing certain fuel servos from service.

AD: Bombardier, Inc. Model CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A, Cl-601-3R, and CL-604 Variants) Airplanes, correction

8/03/2011 Docket # FAA-2010-1307 http://www.gpo.gov/fdsys/pkg/FR-2011-08-03/html/C1-2011-17402.htm

Effective 08/03/2011.This AD corrects document 2011-17402, on page 41653-41657, of the July 15, 2011 issue.

AD: Pratt & Whitney (PW) Models PW4074 and PW4077 Turbofan Engines

8/04/2011 Docket # FAA-2010-1095 http://www.gpo.gov/fdsys/pkg/FR-2011-08-04/html/2011-19476.htm

Effective 09/08/2011. This AD requires removing the 15th stage high pressure compressor disk using a drawdown plan with a borescope inspection or eddy current inspection of the rim for cracks.

AD: Dassault Aviation Model FALCON 7X Airplanes

08/05/2011 Docket # FAA-2011-0631 http://www.gpo.gov/fdsys/pkg/FR-2011-08-05/html/2011-19866.htm

Effective 08/22/2011. Comments due 09/16/2011. This AD requires revising the Airplane Flight Manual to limit operation with certain inoperative Minimum Equipment List (MEL) items, and revising the electronic checklist.

AD: The Boeing Company Model 747-400 and -400F Series Airplanes

08/05/2011 Docket # FAA-2011-0041 http://www.gpo.gov/fdsys/pkg/FR-2011-08-05/html/2011-19828.htm

Effective 09/09/2011. This AD requires general visual inspection for cracks and holes of the main equipment center (MEC) drip shields, and repairs if necessary; installation of a fiberglass reinforcing overcoat; and, for certain airplanes, installation of stiffening panels to the MEC drip shields.

Aviation Fuel and Oil Operating Limitations; Policy Memorandum

08/05/2011 FR Doc No: 2011-19913 http://www.gpo.gov/fdsys/pkg/FR-2011-08-05/html/2011-19913.htm

This policy memorandum provides guidance for valuating compliance with the standards for aviation fuel and oil operating limitations. This policy does not create any new requirements, and is not specifically limited to new model type certification.

AD: Airbus Model A300 B4-600, A300 B4-600R, and A300 F4-600R Series Airplanes, and Model A300 C4-605R Variant F Airplanes (Collectively Called Model A300-600 Series Airplanes); Model A310 Series Airplanes; Model A318 Series Airplanes; Model A319 Series Airplanes; Model A320-211, -212, -214, -231, -232, and -233 Airplanes; Model A321 Series Airplanes; Model A330-200 and A330-300 Series Airplanes; and Model A340-200, A340-300, A340-500, and A340-600 Series Airplanes

08/05/2011 Docket # FAA-2011-0388 http://www.gpo.gov/fdsys/pkg/FR-2011-08-05/html/2011-19433.htm

Effective 09/09/2011. This AD requires the identification of the affected Ram Air Turbine (RAT) assemblies and replacement of all balance weight screws or, in case balance washer detachment is found, replacement of the RAT.

AD: Bombardier, Inc. model DHC-8-400 Series Airplanes

08/15/2011 Docket # FAA-2011-0470 http://www.gpo.gov/fdsys/pkg/FR-2011-08-15/html/2011-20141.htm

Effective 09/19/2011. This AD requires a detailed visual inspection for damage or cracks of the bumper plate and base fitting and replacing any damaged or cracked part.

AD: SOCATA Airplanes

08/15/2011 Docket # FAA-2011-0530 http://www.gpo.gov/fdsys/pkg/FR-2011-08-15/html/2011-20165.htm

Effective 09/19/2011. This AD requires the inspection of the elevators trim tab actuator P/N 6071017251 for identification of S/N and, in case of findings, replacement.

AD: M7 Aerospace LP Airplanes

08/17/2011 Docket # FAA-2011-0832 http://www.gpo.gov/fdsys/pkg/FR-2011-08-17/html/2011-20127.htm

Effective due 09/01/2011. Comments due 10/03/2011. This AD requires repetitive replacement and inspection of certain elevator, rudder, aileron, and aileron-to-rudder interconnect primary control cables, and checking and setting of flight control cable tension.

AD: Airbus Model A330-200, A330-300, A340-300, A340-500, and A340-600 Series Airplanes

08/22/2011 Docket # FAA-2011-0385 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-21152.htm

Effective 09/26/2011. This AD requires the repair of several pedal feel trim units, which have been found with loose or broken screws on A330 and A340-500/600 fitted with electronical rudder.

AD: Bombardier, inc. model Cl-600-2C10 (Regional jet Series 700, 701 & 702), Model Cl-600-2D15 (Regional jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

08/22/2011 Docket # FAA-2010-0515 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-20673.htm

Effective 09/26/2011. This AD requires the repair of cracks in the joint extrusions securing the outer bondment to the acoustic panel of the nacelle transcowl assemblies.

AD: Embraer-Empresa Basileira de Aeronautica S.A. Model EMB-500 Airplanes

08/22/2011 Docket # FAA-2011-0088 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-20775.htm

Effective 09/26/2011. This AD requires replacing the left and right hand angle of attack sensors and cover plates.

AD: General Electric Company (GE) CF6-45 Series and CF6-50 Series Turbofan Engines

08/22/2011 Docket # FAA-2010-0998 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-21312.htm

Effective 09/26/2011. This AD requires performing a fluorescent penetrant inspection of the lower-pressure turbine (LPT) rotor stage 3 disk at whenever the LPT model is separate from the engine.

AD: General Electric Company (GE) CF34-10E2A1; CF34-10E5; CF34-10E5A1; CF34-10E6; CF34-10E6A1; CF34-10E7; and CF34-10E7-B Turbofan Engines

08/22/2011 Docket # FAA-2011-0187 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-21313.htm

Effective 09/26/2011. This AD requires removing from service certain fan rotor blade retainers, and removing from service the fan rotor spinner support that was installed with those fan rotor blade retainers.

Activation of Ice Protection

08/22/2011 Docket # FAA-2009-0675 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-21247.htm

Effective 10/21/2011. This action revises the rules for flight in icing conditions.

AD: The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes

08/22/2011 Docket # FAA-2009-1213 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-20672.htm

Effective 09/26/2011. This AD requires repetitive inspections for cracking of the lower rear spar caps of the wings, and related investigative and necessary corrective actions.

Restrictions on Operators Employing Former Flight Standards Service Aviation Safety Inspectors

08/22/2011 Docket # FAA-2008-1154 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-21315.htm

Effective 10/21/2011. This rule will prohibits certain certificate holder from knowingly employing individuals to act as an agent or a representative of the certificate holder in any matter before the FAA if the individual, in the preceding 2-year period directly served as, or was directly responsible for the oversight of, a Flight Standards Service Aviation Safety Inspector, and had direct responsibility to inspect, or oversee the inspection of, the operations of the certificate holder.

AD: Bombardier, inc. model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes

08/25/2011 Docket # FAA-2011-0907 http://www.gpo.gov/fdsys/pkg/FR-2011-08-25/html/2011-21619.htm

Effective 09/09/2011. Comments due 10/11/2011. This AD requires a detailed inspection for chafed or damaged IDG power cables from fuselage station FS652 to FS672, between stringers 8R and 10R, and for cracked or broken hydraulic line support brackets at FS672.

AD: Agusta S.p.A. Model A109A and A109AII Helicopters

08/26/2011 Docket # FAA-2011-0861 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21475.htm

Effective 09/12/2011. Comments due 10/25/2011. This AD requires a one-time inspection to determine the tightening torque value of the hib plug, and depending on the inspection results, replacing certain parts or disassembling the tail rotor hub and blades assembly and inspecting for damage.

AD: Agusta S.p.A. Model A109A and A109A II, A109C, and A109K2 Helicopters

08/26/2011 Docket # FAA-2011-0823 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21476.htm

Effective 09/12/2011. Comments due 10/25/2011. This AD supersedes an existing emergency airworthiness directive (EAD) requiring replacement of certain fixing bolts by correcting an improperly identified part number.

AD: Airbus Model A330-200 and -300 Series Airplanes

08/26/2011 Docket # FAA-2011-0225 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21625.htm

Effective 09/30/2011. This AD requires implementing new or more restrictive maintenance requirements and/or airworthiness limitations as specified in Airbus A340 ALS Part I, revision 05.

AD: Airbus Model A330-200 and -300 Series Airplanes

08/26/2011 Docket # FAA-2011-0224 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21623.htm

Effective 09/30/2011. This AD requires implementing new or more restrictive maintenance requirements/ airworthiness limitations as specified in Airbus A330 ALI Document issue 17.

AD: The Boeing Company Model 737-600, -700, -700C, -800, and -900 Series Airplanes

08/26/2011 Docket # FAA-2007-28661 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21617.htm

Effective 09/30/2011. This AD requires installing an automatic shutoff system for the center tank fuel boost pumps, and a placard in the airplane flight deck if necessary.

AD: Cessna Aircraft Company Airplanes

08/26/2011 Docket # FAA-2007-27747 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21210.htm

Effective 09/12/2011. Comments due 10/11/2011. This AD requires a change to the modification kit and removal of a small amount of material from the rudder horn assembly for those that have not yet complied with the existing AD or for those who cannot comply with the existing AD (because they were unable to obtain full rudder travel with the existing kits).

AD: Eurocopter France (ECF) Model EC120B Helicopters

08/26/2011 Docket # FAA-2011-0859 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21473.htm

Effective 09/12/2011. Comments due 10/25/2011. This AD requires inserting an emergency procedure appendix from an ECF Emergency Alert Service Bulletin into the Rotorcraft Flight Manual (RFM) and requires removing the emergency procedure appendix from the RFM after modifying the emergency switch electrical wiring and performing tests to ensure correct operations.

AD: Eurocopter France (ECF) Model SA-365N and SA-365N1 Helicopters

08/26/2011 Docket # FAA-2011-0791 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21477.htm

Effective 09/12/2011. Comments due 10/25/2011. This AD requires disconnecting the high level fuel switches in the fuel tanks and, for helicopters without a crossfeed between the fuel filler necks, installing a placard on or near the center console fuel panel that specifies fuel transfer limitations.

AD: Saab AB, Saab Aerosystems Model SAAB 2000 Airplanes

08/26/2011 Docket # FAA-2011-0476 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21621.htm

Effective 09/30/2011. This AD requires a detailed visual inspection of the aft pressure bulkhead at the bottom outboard flange [for corrosion and drain hold] and, depending on findings, corrective action.

AD: Viking Air Limited (Type Certificate No. A-815 Formerly Held by Bombardier Inc. and de Havilland, Inc.)

08/29/2011 Docket # FAA-2011-0597 http://www.gpo.gov/fdsys/pkg/FR-2011-08-29/html/2011-21876.htm

Effective 10/03/2011. This AD requires repetitive inspections to the elevator control tabs and removes the current Supplemental Type Certificate conditions in the Applicability section.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

08/31/2011 Docket # FAA-2011-0910 http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/html/2011-22013.htm

Effective 09/15/2011. Comments due 10/17/2011. This AD requires identifying and replacing cracked barrel nuts found at the front spar locations of the wing-to-fuselage attachment joints, along with a loose washer in the barrel nut assembly.

Your Two Cents—August 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking (NPRM) AD: Bombardier Inc. Model DHC-8-400 Series Airplanes

8/01/2011 Docket # FAA-2011-0720 http://www.gpo.gov/fdsys/pkg/FR-2011-08-01/html/2011-19330.htm

Comments due 9/15/2011. This proposed AD revises the maintenance program to address a possible failure of the main landing gear.

NPRM AD: ATR-GIE Avions de Transport Régional Model ATR42 and ATR72 Airplanes

08/05/2011 Docket # FAA-2011- 0721 http://www.gpo.gov/fdsys/pkg/FR-2011-08-05/html/2011-19902.htm

Comments due 09/19/2011. This proposed AD would require a one-time general visual and detailed inspection for damaged angles of the elevator hinge fittings and the reporting of all findings, and corrective actions as necessary.

NPRM AD: The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

08/05/2011 Docket # FAA-2011-0722 http://www.gpo.gov/fdsys/pkg/FR-2011-08-05/html/2011-19904.htm

Comments due 09/19/2011. This proposed AD would add airplanes to the requirements for various inspections for cracks in the outboard chord of the frame at body station (BS) 727and repair or replacement of cracked parts. It would also add inspections for cracks in the BS 727 frame outboard chords and the radius of the auxiliary chord, for certain airplanes, and remove the requirement for inspections of the outboard chord of S-18A.

NPRM AD: Costruzioni Aeronautiche Tecnam srl Model P2006T Airplanes

08/08/2011 Docket # FAA-2011-0816 http://www.gpo.gov/fdsys/pkg/FR-2011-08-08/html/2011-20037.htm

Comments due 09/22/2011. This proposed AD would require inspecting the emergency accumulator for cracks, deformities, or oil leaks; and, if found, replacement.

NPRM AD: Diamond Aircraft Industry Powered Sailplanes

08/08/2011 Docket # FAA-2011-0811 http://www.gpo.gov/fdsys/pkg/FR-2011-08-08/html/2011-20038.htm

Comments due 09/22/2011. This proposed AD would require inspecting the air brake control system torsion tube for corrosion damage and repairs and modifications as necessary.

NPRM AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model L-1011 Series Airplanes

08/08/2011 Docket # FAA-2011-0723 http://www.gpo.gov/fdsys/pkg/FR-2011-08-08/html/2011-19968.htm

Comments due 09/22/2011. This proposed AD would supersede an existing AD that applies to Model L-1011-385-1, L-1011-385-1-14, and L-1011-385-1-15 airplanes, requiring implementation of a Supplemental Inspection Document (SID) program of structural inspections to detect fatigue cracking. It would add airplanes to the applicability, change certain inspection thresholds, add three new SIDs, and remove an SID.

NPRM AD: Honeywell International Inc. TPE331-10 and TPE331-11 Series Turboprop Engines

08/09/2011 Docket # FAA-2011-0789 http://www.gpo.gov/fdsys/pkg/FR-2011-08-09/html/2011-20170.htm

Comments due 09/23/2011. This proposed AD would require inspecting certain first stage turbine disks.

NPRM AD: Lycoming Engines (L)O-360, (L)IO-350, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 Series Reciprocating Engines

08/12/2011 Docket # FAA-2006-24785 http://www.gpo.gov/fdsys/pkg/FR-2011-08-12/html/2011-20519.htm

Comments due 09/26/2011. This proposed AD would correct the date of affected engine models in Mandatory Service Bulletin (MSB) No. 569A which currently requires replacing certain crankshafts.

NPRM AD: SOCATA Airplanes

08/16/2011 Docket # FAA-2011--0868 http://www.gpo.gov/fdsys/pkg/FR-2011-08-16/html/2011-20820.htm

Comments due 09/30/2011. This proposed AD would require installing a protection fuse on the wire at the standby compass connector, following SOCATA Service Bulletin (SB) 70-192-34.

NPRM AD: Rolls-Royce plc (RR) Trent 800 Series Turbofan Engines

08/22/2011 Docket # FAA-2011-0836 http://www.gpo.gov/fdsys/pkg/FR-2011-08-22/html/2011-21311.htm

Comments due 10/06/2011. This proposed AD would correct fuel leaks from the engine that have occurred in-service due to damage to sections of the fan case Low Pressure (LP) fuel tubes which run between the Low Pressure and the High Pressure (HP) fuel pumps.

NPRM AD: Eurocopter Canada Ltd. Model BO 105 LS A-3 Helicopters

08/23/2011 Docket # FAA-2011-0596 http://www.gpo.gov/fdsys/pkg/FR-2011-08-23/html/2011-21472.htm

Comments due 10/24/2011. This proposed AD would require reducing the “number of flights” life limit and providing a time-in-service life limit for tension-torsion straps.

NPRM AD: The Boeing Company Model 757-200, -200PF, and -200CB Series Airplanes

08/24/2011 Docket # FAA-2011-0724 http://www.gpo.gov/fdsys/pkg/FR-2011-08-24/html/2011-21668.htm

Comments due 10/11/2011. This proposed AD would modify an existing AD reducing the repetitive inspection interval, and adds repetitive detailed inspections for cracking of the bulkhead, and repair if necessary.

NPRM AD: The Boeing Company Model 767-200, -300, and -300F Series Airplanes

08/24/2011 Docket # FAA-2011-0725 http://www.gpo.gov/fdsys/pkg/FR-2011-08-24/html/2011-21667.htm

Comments due 10/11/2011. This proposed AD would require certain wiring changes, installing a new relay and necessary wiring in the cabin air conditioning and temperature control systems (CACTCS), and performing an operational test of the cooling pack fire suppression system.

NPRM AD: BAE Systems (Operations) Limited Model BAe 146 Airplanes and Model Avro 146-RJ Airplanes

08/26/2011 Docket # FAA-2011-0908 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21851.htm

Comments due 10/11/2011. This proposed AD would require the implementation of the instructions, limitations, inspections and corrective measures as specified in the defined parts of Chapter 05 of the aircraft maintenance manual at Revision 100.

NPRM AD: The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD -82), DC-9-83 (MD-83), DC-9-87 (MD-87, and MD-88 Airplanes

08/26/2011 Docket # FAA-2011-0909 http://www.gpo.gov/fdsys/pkg/FR-2011-08-26/html/2011-21853.htm

Comments due 10/11/2011. This proposed AD would require repetitive high frequency eddy current (HFEC) inspections for cracking of the left and right rib hinge bearing lungs of the aft face of the center section of the horizontal stabilizer; measuring crack length and blending out cracks; and replacing the horizontal stabilizer center section rib, if necessary.

NPRM AD: BAE Systems (Operations) Limited Model 4101 Airplanes

08/31/2011 Docket # FAA-2011-0911 http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/html/2011-22224.htm

Comments due 10/17/2011. This proposed AD would require immediate and periodic ultrasonic inspections of the door pin guides and the accomplishments of corrective actions as necessary.

NPRM AD: Cessna Aircraft Company Model 680 Airplanes

08/31/2011 Docket # FAA-2011-0913 http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/html/2011-22225.htm

Comments due 10/17/2011. This proposed AD would require adding diodes to the fuel cross-feed wiring, and revising the airplane flight manual to include procedures to use when the left or right generator is selected OFF.

NPRM AD: Turbomeca Arriel 1B Turboshaft Engines

08/31/2011 Docket # FAA-2010-0904 http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/html/2011-22246.htm

Comments due 10/17/2011. This proposed AD would require daily checks for evidence of turbine damage, and removal of the engine from service if turbine damage is found. Additionally, it would require inspecting the configuration of the holes in the repaired 2nd stage turbine nozzle guide vanes. If the holes are non-conforming, then before further flight this proposed AD would require replacing the 2nd stage turbine NGV, 1st stage turbine disc, and 2nd stage turbine disc, with discs eligible for installation.

NPRM AD: 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Donier GmbH; Dornier Luftfahrt GmbH) Model 328-100 Airplanes

08/31/2011 Docket # FAA-2011-0912 http://www.gpo.gov/fdsys/pkg/FR-2011-08-31/html/2011-22226.htm

Comments due 10/17/2011. This proposed AD would require a modification of the power lever control box as a retrofit for the entire fleet of 328-100 aeroplanes.

Final Documents—July 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Special Conditions: Boeing, Model 747-8 Series Airplanes; Door 1 Extendable Length Escape Slide

07/01/2011 Docket # NM455 http://www.gpo.gov/fdsys/pkg/FR-2011-07-01/html/2011-16507.htm

Effective 08/01/2011. These special conditions outline requirements for an extendable length escape system slide.

Airworthiness Directives (AD): Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Series Airplanes

07/06/2011 Docket # FAA-2010-1197 http://www.gpo.gov/fdsys/pkg/FR-2011-07-06/html/2011-15991.htm

Effective 08/10/2011. This AD requires a general visual inspection for missing pipes, or distortions or holes, of the fuel drain pipes of the Lower Aft Pylon Fairing (LAPF), and if no missing pipes, distortions, or holes are found, a general visual inspection to determine the length and part number of the drain pipe attachment screws on the LAPF on the left-hand and right-hand pylons. If missing pipes, distortions, or holes of the fuel drain pipes are detected during any inspection required, then, before further flight, replace the drainpipe. If screw length is outside the measurement specified, or screws having incorrect part numbers are found during any inspection then, before further flight, replace the screws.

AD: The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes

07/06/2011 Docket # FAA-2010-1203 http://www.gpo.gov/fdsys/pkg/FR-2011-07-06/html/2011-15990.htm

Effective 08/10/2011. This AD requires repetitive inspections for cracking of the left and right upper center skin panels of the horizontal stabilizer, and corrective action if necessary.

AD: Schweizer Aircraft Corporation (Schweizer) Model 269A, A-1, B, C, C-1, and TH-55 Series Helicopters

07/06/2011 Docket # FAA-2011-0593 http://www.gpo.gov/fdsys/pkg/FR-2011-07-06/html/2011-16571.htm

Effective 7/21/2011. Comments dues 09/06/2011. This AD requires removing each locknut and verifying sufficient drag torque and retorquing, or if the locknut does not have sufficient drag torque, replacing the locknut with an airworthy locknut. It also requires modifying the expandable bolts and installing a cotter pin.

AD: Dassault Aviation Model FALCON 7X Airplanes

07/06/2011 Docket # FAA-2011-0152 http://www.gpo.gov/fdsys/pkg/FR-2011-07-06/html/2011-16057.htm

Effective 08/10/2011. This AD requires a general visual inspection for damage of wiring bundles and feeders and repair of any damage before further flight. It also requires modifying the applicable wiring and layout; a general visual inspection for absence of marks on the rear tank wall at the contact area, and if no marks are found, modifying the protective plate, and installing a hydraulic pipe. If any contact marks are found during the required inspections, then either an eddy current inspection or a penetrant inspection for cracks is required and any cracks revealed are required to be repaired.

Special Conditions: Boeing Model 787-8 Airplane; Interaction of Systems and Structures, Electronic Flight Control System-Control Surface Awareness, High Intensity Radiated Fields (HIRF) Protection, Limit Engine Torque Loads for Sudden Engine Stoppage, and Design Roll Maneuver Requirement

07/07/2011 Docket #. NM362 http://www.gpo.gov/fdsys/pkg/FR-2011-07-07/html/2011-16295.htm

Effective 08/08/2011. These special conditions set forth the requirements for consideration of systems on the structural capability and aeroelastic stability of the airplane, both in the normal and in the failed state.

AD: Rolls-Royce plc RB211-524 Series Turbofan Engines

07/08/2011 Docket # FAA-2011-0624 http://www.gpo.gov/fdsys/pkg/FR-2011-07-08/html/2011-16954.htm

Effective 08/12/2011. Comments due 08/08/2011. This AD requires replacement of the damaged section of the thrust reverser unit (TRU) fixed structure, if the TRU has previously had certain engine manual repairs

AD: Turbomeca S.A. ARRIEL 2B and 2B1 Turboshaft Engines

07/08/2011 Docket # FAA-2011-0115 http://www.gpo.gov/fdsys/pkg/FR-2011-07-08/html/2011-16955.htm

Effective 08/12/2011. This AD requires inserting Blade dampers between the Gas Generator (GG) Turbine Disc and the GG Turbine Blade platform.

AD: Various Aircraft Equipped with Rotax Aircraft Engines 912 A Series Engine

07/08/2011 Docket # FAA-2011-0714 http://www.gpo.gov/fdsys/pkg/FR-2011-07-08/html/2011-17144.htm

Comments due 08/22/2011. This AD requires replacing a certain part number (P/N) washer and associated gasket ring on the magneto ring flywheel hub with approved serviceable parts with the same P/Ns

AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes, correction

07/11/2011 Docket # FAA-2010-0253 http://federalregister.gov/a/C1-2011-14344

Effective 07/22/2011. This AD corrects the table on page 35329, rule document 2011-14344 appearing in the issue of June 17, 2011.

Special Conditions: Pratt and Whitney Canada Model PW210S Turboshaft Engine

07/11/2011 Docket #NE131 http://federalregister.gov/a/2011-17298

Effective 8/10/2011. This special condition addresses all engine operating power ratings to support rotorcraft search and rescue missions that require extensive hover operations at high power.

Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities; Final Regulatory Flexibility Determination

07/11/2011 Docket # FAA-2002-11301 http://www.gpo.gov/fdsys/pkg/FR-2011-07-12/html/2011-17472.htm

Effective 07/07/2011. This document announces the completion and availability of the final regulatory flexibility certification for this final rule. Upon review the FAA certifies that this rule will not have a significant impact on a substantial number of small entities. While there are a substantial number of affected small entities, the compliance cost is not a significant economic cost.

Special Conditions: Gulfstream Aerospace LP (GALP) Model G250 Airplane, Interaction of System and Structures

07/14/2011 Docket # NM460 http://www.gpo.gov/fdsys/pkg/FR-2011-07-13/html/2011-17533.htm

Effective 07/01/2011. Comments due 08/29/2011. These special conditions require compliance for airplanes with a fly-by-wire flight control system that governs the yaw and roll axes for systems, autopilots, stability augmentation systems, load alleviation systems, flutter control systems, fuel management systems, and other systems that either directly o or, as a result of failure or malfunction, affect structural performance.

Special Conditions: Gulfstream Aerospace LP (GALP) Model G250 Airplane, Design Roll-maneuver Requirement

07/14/2011 Docket # NM461 http://www.gpo.gov/fdsys/pkg/FR-2011-07-13/html/2011-17534.htm

Effective 07/01/2011. Comments due 08/29/2011. These special conditions require an additional load condition at design maneuvering speed VA, in which the cockpit roll control is returned to neutral following the initial roll input.

AD: General Electric Company GE90-76B; GE90-77B,; GE90-85B; GE90-90B; and GE90-94B Turbofan Engines

07/14/2011 Docket # FAA-2010-1024 http://federalregister.gov/a/2011-17621

Effective 08/18/2011. This AD requires initial and repetitive fluorescent penetration inspections and eddy current inspections of certain part numbered high-pressure compressor rotors (HPCR) 8-10 stage pool for cracks between the 9-10 stages at each piece-part exposure.

AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model 382, 382B, 382E, 382F, and 382G Airplanes

07/15/2011 Docket # FAA-2010-1305 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17399.htm

Effective 08/19/2011. This AD corrects certain part number references, adds an additional inspection area, and for certain airplanes, requires certain actions to be re-accomplished according to revised service information.

AD: The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes

07/15/2011 Docket # FAA-2011-0217 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17400.htm

Effective 08/19/2011. This AD requires a detailed inspection to detect distress and existing repairs to the leading edge structure of the vertical stabilizer at the splice at Station Zfs = 52.267; repetitive inspections for cracking in the front spar cap forward flanges of the vertical stabilizer, and either the aft flanges or side skins; repetitive inspections for loose and missing fasteners; and related investigative and corrective actions if necessary.

AD: Bombardier, Inc. Model CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) Airplanes

07/15/2011 Docket # FAA-2010-1307 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17402.htm

Effective 08/19/2011. This AD requires revisions to certain operator maintenance documents to include new inspections.

AD: Airbus Model A330-342 Airplanes

07/15/2011 Docket # FAA-2011-0653 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17403.htm

Effective 08/29/2011. This AD requires repetitive special detailed inspections for fatigue cracking of the internal structure of the fuselage and associated corrective actions.

AD: The Boeing Company Model 747 Airplanes

07/15/2011 Docket # FAA-2010-1158 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17404.htm

Effective 08/19/2011. This AD reduces the initial compliance time and repetitive inspection interval for detecting damage of the sleeving and wire bundles of the boost pumps.

AD: The Boeing Company Model 747-400 and -400D Series Airplanes

07/15/2011 Docket # 2010-1159 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17401.htm

Effective 08/19/2011. This AD requires a general visual inspection to determine the routing of the wire bundles in the number two and number three engine pylons near the leading edge, and related investigative and corrective actions if necessary.

AD: Hawker Beechcraft Corporation Models B300 and B300C (C-12W) Airplanes

07/15/2011 Docket # 2010-0436 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17567.htm

Effective 08/19/2011. This AD requires a correction to the published data in the airplane flight manual and the pilot's operating handbook to ensure it corresponds with the published data in the pilot's checklist regarding take-off speeds and field lengths.

AD: MD Helicopters, Inc. Model MD900 Helicopters

07/15/2011 Docket # 2011-0695 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17421.htm

Effective 08/1/2011. Comments due 09/13/2011. This AD amends a previous AD in order to detect a crack in the lower hub.

AD: Saab AB, Saab Aerosystems Model SAAB 2000 Airplanes

07/15/2011 Docket # 2011-0307 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17576.htm

Effective 08/19/2011. This AD requires the detection of loose bolts attaching the actuator mounting bracket to the MLG (main landing gear) Shock Strut.

AD: B/E Aerospace, Continuous Flow Passenger Oxygen Mask Assembly, Part Numbers 174006-( ), 174080-( ), 174085-( ), 174095-( ), 174097-( ), and 174098-( )

07/15/2011 Docket # 2011-0139 http://www.gpo.gov/fdsys/pkg/FR-2011-07-15/html/2011-17205.htm

Effective 08/19/2011. This AD requires an inspection/records check to determine the manufacturer and part number of the oxygen mask assemblies installed, an inspection to determine the manufacturing date and modification status if certain oxygen mask assemblies are installed, and corrective action for certain oxygen mask assemblies.

AD: 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 and -300 Airplanes

07/18/2011 Docket # FAA-2011-17703 http://federalregister.gov/a/2011-17703

Effective 08/22/2011. This AD requires one-time detailed inspection of all rudder trim- and spring tab fixation brackets and the correction of the fixation brackets for rudder spring tabs and trim tabs

AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model A300 C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Series Airplanes

07/18/2011 Docket # FAA-2011-0309 http://federalregister.gov/a/2011-17698

Effective 08/22/2011. This AD requires installation of three secondary retention plates for the gimbal bearings trimmable horizontal stabilizer actuator upper primary attachment

AD: Airbus Model A318, A319, and A321 Series Airplanes

07/18/2011 Docket # FAA-2011-0309 http://federalregister.gov/a/2011-16559

Effective 08/22/2011. This AD requires revisions to certain operator maintenance documents and the implementation of more restrictive maintenance requirements/airworthiness limitations.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

07/18/2011 Docket # FAA-2011-0718 http://federalregister.gov/a/2011-17813

Effective 08/02/2011. Comments due 09/01/2011. This AD requires inspections for proper operation of the main landing gear alternate extension system cam mechanism and corrective actions as necessary.

Airworthiness Standard: Rotor Overspeed Requirements

07/18/2011 Docket # FAA-2010-0398 http://federalregister.gov/a/2011-18002

Effective 09/16/2011. This rule will amend the aircraft turbine engine rotor overspeed type certification standards, establishing uniform rotor overspeed design and test requirements for aircraft engines and turbochargers certificated by the FAA and the European Aviation Safety Agency (EASA).

Special Conditions: Boeing Model 747-8 Series Airplanes; Overhead Flight Attendant Rest Compartment

07/25/2011 Docket # NM456 http://www.gpo.gov/fdsys/pkg/FR-2011-07-25/html/2011-18668.htm

Affective 08/24/2011.These special conditions address the novel or unusual design features associated with the installation of an overhead flight attendant rest compartment.

Special Conditions: Gulfstream Model GVI Airplane; Limited Engine Torque Loads for Sudden Engine Stoppage

07/25/2011 Docket # NM454 http://www.gpo.gov/fdsys/pkg/FR-2011-07-25/html/2011-18654.htm

Comments due 08/24/2011.These special conditions address the novel or unusual design features, including the engine size and the potential torque load imposed by sudden engine stoppage

AD: The Boeing Company Model 747 Airplanes and Model 767 Airplanes Equipped With General Electric Model CF6-80C2 or CF6-80A Series Engines

07/26/2011 Docket # FAA-2008-0402 http://www.gpo.gov/fdsys/pkg/FR-2011-07-26/html/2011-18747.htm

Affective 08/30/2011.This AD requires revising the airplane flight manual (AFM) to advise the flight crew to use certain procedures during descent in certain icing conditions.

Special Conditions: Cessna Aircraft Company, Model LC40-550FG, LC41-550FG, AMSafe inflatable Three-Point Restraint Safety Belt With an Integrated Airbag Device

07/29/2011 Docket # CE312 http://www.gpo.gov/fdsys/pkg/FR-2011-07-29/html/2011-19157.htm

Comments due 7/21/2011. Comments due 8/29/2011. These special conditions set forth the directions for the installation of an inflatable three-point restraint safety belt with an integrated airbag device at the pilot, co-pilot and passenger seats on the airplane models.

Your Two Cents—July 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice of Proposed Rulemaking (NPRM) AD: Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-710 Series Turbofan Engines

07/05/2011 Docket # FAA-2011-0684 http://www.gpo.gov/fdsys/pkg/FR-2011-07-05/html/2011-16709.htm

Comments due 08/19/2011. This proposed AD would require revisions to the airworthiness limitations section of the approved maintenance program to remove the requirement to record each touch-and-go or overshoot as 1/5 of a flight cycle (FC) and to instead record each a 1 FC. Additionally, if the number of touch-and-go's and overshoots on an individual critical part is one percent or more of the total number of FC on the critical part, disregard the previous calculations of life on that individual critical part and retrospectively re-calculate the accumulated FC of that individual critical part by the addition of one FC for every touch-and-go and overshoot to the total number of FC.

NPRM AD: Airbus Model A310 Series Airplanes

07/05/2011 Docket # FAA-2011-0650 http://www.gpo.gov/fdsys/pkg/FR-2011-07-05/html/2011-16778.htm

Comments due 08/19/2011. This proposed AD would require a resistance check of the inboard and outboard over-wing refuel cap mounts between the flange face of the refuel insert and the wing and corrective actions as necessary.

Proposed Special Conditions: Pratt and Whitney Canada Model PT6C-67E Turboshaft Engine

07/07/2011 Docket #. NE133 http://www.gpo.gov/fdsys/pkg/FR-2011-07-07/html/2011-16814.htm

Comments due 08/08/2011. These proposed special conditions would allow for a 30-Minute All Engine Operating power rating, for use up to 30 minutes at any time between take-off and landing, limited to a cumulative total of 50 minutes for any one flight.

NPRM AD: Boeing Co. Model MD 90-30 Airplanes

07/08/2011 Docket # FAA-2011-0652 http://www.gpo.gov/fdsys/pkg/FR-2011-07-08/html/2011-17267.htm

Comments due 08/22/2011. This proposed AD would require repetitive eddy current high frequency (ETHF) inspections for cracking on the aft side of the left and right wing rear spar lower caps at station Xrs=164.000, further ETHF inspections if cracks are found, and repair if necessary. It would also require repetitive post-repair inspections.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-505 Airplanes

07/08/2011 Docket # FAA-2011-0713 http://www.gpo.gov/fdsys/pkg/FR-2011-07-08/html/2011-17264.htm

Comments due 08/22/2011. This proposed AD would require replacement of the bolts that attach the balance mass weights to the elevator structure.

NPRM AD: Learjet Inc. Model 45 Airplanes

07/08/2011 Docket # FAA-2011-0651 http://www.gpo.gov/fdsys/pkg/FR-2011-07-08/html/2011-17265.htm

Comments due 08/22/2011. This proposed AD would require revising the maintenance program to incorporate life limits for the main landing gear actuator end cap.

NPRM AD: Pratt & Whitney Corp. (PW) JT9D-7R4H1 Turbofan Eng.

07/13/2011 Docket # FAA-2011-17622 http://federalregister.gov/a/2011-17622

Comments due 08/29/2011. This proposed AD would require removing certain high-pressure compressor before their certified life limits, and establishes a new, lower life-limit for these parts.

Proposed Special Conditions: Cessna Aircraft Company Model M680 Airplane; Lithium-ion Battery Installations

07/13/2011 Docket # NM462 http://federalregister.gov/a/2011-17535

Comments due 08/12/2011. These special conditions would require that all characteristics of the Lithium batteries and its installation that could affect safe operation of the Model 680 are addressed, and that appropriate Instructions for Continued Airworthiness, which include maintenance requirements, are established to ensure the availability of electrical power from the batteries when needed.

NPRM AD: Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.) Model Galaxy, Gulfstream G150, and Gulfstream 200 Airplanes

07/14/2011 Docket # 2011-17697 http://federalregister.gov/a/2011-17697

Comments due 08/29/2011. This proposed AD would require one-time detailed inspection of the aileron control servo actuators to detect fractured or broken centering spring rods.

NPRM AD: Pratt & Whitney Division (PW) PW400 Series Turbofan Engines

07/14/2011 Docket # FAA-2011-0733 http://federalregister.gov/a/2011-17648

Comments due 08/29/2011. This proposed AD was would require removing certain part number high-pressure turbine (HPT) stage I and HPT stage 2 airseals and HPT stage I airseal rings before their published life limit. It also establishes a new lower life limit for these parts.

NPRM AD: Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 Airplanes; and Model A340-200 and -300 Series Airplanes

07/19/2011 Docket # FAA-2011-0717 http://federalregister.gov/a/2011-18131

Comments Due 09/02/2011. This proposed AD would require inspections for cracks appearing on the right and left side between the crossing area of the keel beam fitting and the front spar of the Center Wing Box.

NPRM AD: Lycoming Engines Model TIO 540-A Series Reciprocating Engines

07/19/2011 Docket # FAA-2011-0691 http://federalregister.gov/a/2011-18170

Comments Due 09/02/2011. This proposed AD would rescind AD 71-13-01, which incorporated Service Bulletin (SB) No. 335A, no longer supported by Lycoming Engines.

NPRM AD: The Boeing Company Model 767-200, -300, and -400ER Series Airplanes

07/19/2011 Docket # FAA-2011-00719 http://federalregister.gov/a/2011-18136

Comments Due 09/02/2011. This proposed AD would add an additional airplane to the applicability and remove certain other airplanes from the requirement to replace the separation link assembly on applicable entry and service doors with an improved separation link assembly.

NPRM AD: Turbomeca Arriel 1 Series Turboshaft Engines

07/19/2011 Docket # FAA-2011-0710 http://federalregister.gov/a/2011-18171

Comments Due 09/02/2011. This proposed AD would revise a current AD by extending the life limits of certain gas generator second stage turbine discs.

NPRM AD: Honeywell International Inc. TPE331-10 and TPE331-11 Series Turboprop Engines; Withdrawal

07/28/2011 Docket # FAA-2009-0555 http://www.gpo.gov/fdsys/pkg/FR-2011-07-28/html/2011-19048.htm

This action withdraws a notice of proposed rulemaking (NPRM) applicable to Honeywell International Inc. TPE331-10 and TPE331-11 series turboprop engines. That action would have required adding 360 first stage turbine disk serial numbers (S/Ns) to the applicability.

Final Documents—June 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: Diamond Aircraft Industries GmbH Model DA 42 Airplanes

06/01/2011 Docket # FAA-2011-0231 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-12898.htm

Effective 07/06/2011. This AD requires repetitive inspections of the MLG joint and, depending on findings, replacement with a serviceable part. It also adds requirements for terminating actions by adding an improved steel MLG part and prohibits reinstallation of the aluminum MLG part.

AD: BAE SYSTEMS (OPERATIONS) LIMITED Model BAe 146 and Avro 146-RJ Airplanes

06/01/2011 Docket # FAA-2010-0673 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-12585.htm

Effective 07/06/2011. This AD requires repetitive NDT inspections of all Nose Landing Gear (NLG) unit main fittings and, if cracks are found, replacement with a serviceable unit.

AD: The Boeing Company Model DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F; Model MD-10-10F, MD-10-30F, MD-11, and MD-11F Airplanes

06/01/2011 Docket # FAA-2010-1044 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-12592.htm

Effective 07/06/2011. This AD requires replacing the fuel pump housing electrical connector assembly with a new part and doing repetitive inspections for continuity, resistance, and insulation resistance, and doing corrective actions if necessary.

AD: Various Aircraft Equipped With Rotax Aircraft Engines 912 A Series Engine

06/01/2011 Docket # FAA-2011-0504 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-13336.htm

Effective 06/16/2011. Comments due 07/11/2011. This AD requires the replacement of a certain part number (P/N) washer and associated gasket ring with serviceable parts, having the same P/N. This AD also prohibits installation of an affected engine on an aeroplane, unless the washer on that engine has been replaced as required by this AD.

Special Conditions: Boeing Model 747-8 Airplanes; Stairway Between the Main Deck and Upper Deck

06/01/2011 Docket # NM450 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-13433.htm

Effective 07/01/2011. This special condition sets forth the requirements for the installation of the stairway between the upper and lower decks.

Special Conditions: Gulfstream Model GVI Airplane; Single-Occupant Side-Facing Seats

06/01/2011 Docket # NM439 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-13435.htm

Effective 07/01/2011. This special condition provides injury criteria and installation/testing guidelines that represent the minimum acceptable airworthiness standard for single-place side-facing seats.

Special Conditions: Gulfstream Model GVI Airplane; Automatic Speed Protection for Design Dive Speed

06/01/2011 Docket # NM445 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-13434.htm

Effective 07/01/2011. This special condition specifies the requirements for incorporation of a high speed protection system in the GVI flight control laws.

Special Conditions: Gulfstream Model GVI Airplane; Electronic Flight Control System: Control Surface Position Awareness

06/01/2011 Docket # NM446 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-13436.htm

Effective 07/01/2011. This special condition requires that suitable flight control position annunciation be provided to the flightcrew when a flight condition exists in which near-full surface authority (not crew-commanded) is being utilized.

AD: Sikorsky Aircraft Corporation (Sikorsky) Model S-92A Helicopters

06/02/2011 Docket # FAA-2011-0548 http://www.gpo.gov/fdsys/pkg/FR-2011-06-02/html/2011-13531.htm

Effective 06/17/2011. Comments due 08/01/2011. This AD requires nondestructive inspection (NDI), eddy current or fluorescent penetrant inspection (FPI), of each main gearbox (MGB) upper housing assembly rib on the left, right, and forward MGB mounting foot at specified intervals based on the MGB upper housing assembly hours time-in-service.

AD: L'Hotellier Portable Halon 1211 Fire Extinguishers

06/02/2011 Docket # FAA-2011-0506 http://www.gpo.gov/fdsys/pkg/FR-2011-06-02/html/2011-13635.htm

Effective 06/17/2011. Comments due 08/01/2011. This AD requires replacing each unairworthy portable fire extinguisher with an airworthy portable fire extinguisher.

AD: Viking Air Limited Model DHC-3 (Otter) Airplanes

06/02/2011 Docket # FAA-2011-0543 http://www.gpo.gov/fdsys/pkg/FR-2011-06-02/html/2011-13532.htm

Effective 06/02/2011. Comments due 07/18/2011. This AD requires incorporating revised airspeed limitations and marking the airspeed indicator accordingly. There is also a requirement for the installation of a temporary placard.

AD: Koito Industries, Ltd., Seats and Seating Systems Approved Under Technical Standard Order (TSO) TSO-C39b, TSO-C39c, or TSO-C127a

06/02/2011 Docket # FAA-2010-0857 http://www.gpo.gov/fdsys/pkg/FR-2011-06-02/html/2011-13340.htm

Effective 06/02/2011. Comments due 07/18/2011. This AD requires determining if affected seats and seating systems and their components are compliant with certain FAA regulations, and removing those seats, seating systems, and their components that are shown to be unsafe from the affected fleet.

Airworthiness Standards: Electrical and Electronic System Lightning Protection

06/08/2011 Docket # FAA-2010-0224 http://www.gpo.gov/fdsys/pkg/FR-2011-06-08/html/2011-14142.htm

Effective 08/08/2011. This airworthiness standard amends the lightning protection airworthiness standards by establishing new lightning protection regulations for electrical and electronic systems installed on aircraft certificated under parts 23, 27, and 29, and revises lightning protection regulations for electrical and electronic systems installed on airplanes certificated under part 25. This rule establishes two levels of lightning protection for aircraft systems based on consequences of system function failure: Catastrophic consequences which would prevent continued safe flight and landing; and hazardous or major consequences which would reduce the capability of the aircraft or the ability of the flightcrew to respond to an adverse operating condition. This rule also establishes lightning protection for aircraft systems according to the aircraft's potential for lightning exposure. The airworthiness standards establish consistent lightning protection requirements for aircraft electrical and electronic systems.

AD: Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

06/10/2011 Docket # FAA-2011-0159 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-13650.htm

Effective 07/15/2011. This AD requires modifying the Horizontal Stabilizer Trim Actuator (HSTA) and bars the installation of certain part numbered HSTAs.

AD: BRP-Powertrain GmbH & Co. KG Rotax 912 F3, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 Reciprocating Engines

06/10/2011 Docket # FAA-2011-0456 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-14239.htm

Effective 06/27/2011. Comments due 07/11/0211. This AD requires replacing the magneto ring flywheel hub washer.

AD: Airbus Model A330-200 and -300 Series Airplanes, and Model A340-200 and -300 Series Airplanes

06/10/2011 Docket # FAA-2010-1277 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-14398.htm

Effective 06/10/2011. This amendment rescinds airworthiness directive (AD) 2009-18-19 for the products listed above.

AD: The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

06/10/2011 Docket # FAA-2011-0028 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-14203.htm

Effective 07/15/2011. This AD requires, depending on airplane configuration, doing certain wiring changes, replacing the fuel pump power control relays for the main, center, and auxiliary tanks, as applicable, with new relays having a ground fault interrupter (GFI) feature, performing certain bonding resistance measurements, and modifying relay module assemblies. It also requires revising the maintenance program to incorporate certain Airworthiness Limitations.

AD: The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F Series Airplanes

06/10/2011 Docket # FAA-2010-1272 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-13652.htm

Effective 07/15/2011. This AD requires replacing the existing unshielded fuel quantity indication system (FQIS) wire bundles with double shielded FQIS wire bundles, installing a new wire feed-through fitting, and grounding the wire shields, as applicable; and doing repetitive low frequency eddy current (LFEC) inspections for cracking of the fuselage skin, and corrective actions if necessary. It also requires revising the maintenance program to incorporate certain airworthiness limitations.

Special Conditions: Pratt and Whitney Canada Model PW210S Turboshaft Engines

06/10/2011 Docket # NE130 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-14113.htm

Effective 07/15/2011. This special condition sets forth the requirements for engine operation with the main output shaft and power turbine locked and stationary, while the gas generator portion of the engine continues to operate, for the purpose of supplying the rotorcraft with electric/hydraulic/pneumatic power (as applicable) while on the ground.

AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

06/17/2011 Docket # FAA-2010-0853 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14344.htm

Effective 07/22/2011. This AD requires repetitive testing of the stabilizer takeoff warning switches, and corrective actions if necessary.

AD: Robinson Helicopter Company Model (Robinson) R22, R22 Alpha, R22 Beta, R22 Mariner, R44, and R44 II Helicopters

06/17/2011 Docket # FAA-2011-0588 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14246.htm

Effective 07/05/2011. Comments due 08/16/2011. This AD requires a repetitive inspection of the blade and any necessary rework.

AD: Bell Helicopter Textron, Inc. Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP Helicopters

06/17/2011 Docket # FAA-2011-0561 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14247.htm

Effective 07/05/2011. Comments due 08/16/2011. This AD requires a one-time inspection of the T[sol]R blade for corrosion or pitting, and replacement of the blade as necessary.

AD: The Boeing Company Model 767 Airplanes

06/17/2011 Docket # FAA-2010-0957 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14337.htm

Effective 07/22/2011. This AD requires replacing the drain tube assemblies. For certain airplanes, it requires installing an additional electrostatic bond path for the number 5 and 8 inboard slat track drain tube assemblies. For certain other airplanes, it requires reworking the bonding jumper assembly.

AD: Fokker Services B.V. Model F.28 Mark 0070 and 0100 Airplanes

06/17/2011 Docket # FAA-2011-0220 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14340.htm

Effective 07/22/2011. This AD requires replacing a general visual inspection of the routing and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve and revisions to the maintenance program.

AD: The Boeing Company Model MD-90-30 Airplanes

06/17/2011 Docket # FAA-2011-0218 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14339.htm

Effective 07/22/2011. This AD requires a detailed inspection to detect distress and existing repairs to the leading edge structure of the vertical stabilizer at the splice at Station Zfs=52.267; repetitive inspections for cracking in the front spar cap forward flanges of the vertical stabilizer, and either the aft flanges or side skins; repetitive inspections for loose and missing fasteners; and related investigative and corrective actions if necessary.

AD: Costruzioni Aeronautiche Tecnam srl Model P2006T Airplanes

06/17/2011 Docket # FAA-2011-0326 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14937.htm

Effective 07/22/2011. This AD requires modifying each nose and main landing gear hydraulic actuator.

AD: Eurocopter France Model SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 Helicopters

06/17/2011 Docket # FAA-2011-0551 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-14248.htm

Effective 07/05/2011. Comments due 08/16/2011. This AD requires visually inspecting the adhesive bead between the bushing and the Starflex star (Starflex) arm for a crack, a gap, or loss of the adhesive bead, inspecting the Starflex arm ends for delamination, and replacing the Starflex if any of these conditions are found.

AD: Special Conditions: Boeing Model 787 Series Airplanes; Seats With Inflatable Lapbelts

06/17/2011 Docket # FAA-NM458 http://www.gpo.gov/fdsys/pkg/FR-2011-06-17/html/2011-15094.htm

Effective 06/13/2011. Comments due 07/18/2011. These special conditions set forth the requirements for the use of inflatable lap belts.

Special Conditions: Gulfstream Aerospace LP (GALP) Model G250 Airplane Automatic Power Reserve (APR), an Automatic Takeoff Thrust Control System (ATTCS)

06/20/2011 Docket # NM459 http://www.gpo.gov/fdsys/pkg/FR-2011-06-20/html/2011-15175.htm

Effective 06/13/2011. Comments due 08/04/2011. This special condition sets forth standards for approval to use the power provided by the ATTCS to determine the approach climb performance limitations.

Agency Information Collection Activities; Requests for Comments; Clearance of Renewed Approval of Information Collection; Malfunction or Defect Report

06/17/2011 FR Doc No: 2011-15380 http://www.gpo.gov/fdsys/pkg/FR-2011-06-21/html/2011-15380.htm

Comments due 08/22/2011. In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The information collected allows the FAA to evaluate its certification standards, maintenance programs, and regulatory requirements. It is also the basis for issuance of Airworthiness Directives designed to prevent unsafe conditions and accidents.

Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Development of Major Repair Data

06/17/2011 FR Doc No: 2011-15402 http://www.gpo.gov/fdsys/pkg/FR-2011-06-21/html/2011-15402.htm

Comments due 08/22/2011. In accordance with the Paperwork Reduction Act of 1995, FAA invites public comments about our intention to request the Office of Management and Budget (OMB) approval to renew an information collection. SFAR 36 (to part 121) relieves qualifying applicants involved in aircraft repair of the burden to obtain FAA approval of data developed by them for the major repairs on a case-by-case basis; and provides for one-time approvals.

AD: Dassault Aviation Model FALCON 7X Airplanes

06/22/2011 Docket # FAA-2011-0259 http://www.gpo.gov/fdsys/pkg/FR-2011-06-22/html/2011-15368.htm

Effective 07/27/2011. This AD requires modifications to the airplane flight manual.

Special Conditions: Gulfstream Model GVI Airplane; Electronic Systems Security Isolation or Protection From Unauthorized Passenger Systems Access

06/23/2011 Docket # NM447 http://www.gpo.gov/fdsys/pkg/FR-2011-06-23/html/2011-15705.htm

Effective 07/25/2011. This special condition sets forth requirements to prevent the potential exploitation of security vulnerabilities may result in intentional or unintentional destruction, disruption, degradation, or exploitation of data and systems critical to the safety and maintenance of the airplane.

Special Conditions: Gulfstream Model GVI Airplane; Electronic Systems Security Protection From Unauthorized External Access

06/23/2011 Docket # NM448 http://www.gpo.gov/fdsys/pkg/FR-2011-06-23/html/2011-15706.htm

Effective 07/25/2011. This special condition ensures the security (i.e., confidentiality, integrity, and availability) of airplane systems is not compromised by unauthorized wired or wireless electronic connections.

Special Conditions: Gulfstream Model GVI Airplane; Operation Without Normal Electric Power

06/23/2011 Docket # NM442 http://www.gpo.gov/fdsys/pkg/FR-2011-06-23/html/2011-15704.htm

Effective 07/25/2011. This special condition sets forth the standards for protection of the GVI electronic flight control system and requirements for a continuous source of electrical power.

Special Conditions: Gulfstream Model GVI Airplane; Interaction of Systems and Structures

06/23/2011 Docket # NM444 http://www.gpo.gov/fdsys/pkg/FR-2011-06-23/html/2011-15707.htm

Effective 07/25/2011. This special condition sets forth the standards governing the airplane's flight control systems, autopilots, stability augmentation systems, load alleviation systems, and fuel management systems effects on the structural capability and aeroelastic stability of the airplane.

Special Conditions: Gulfstream Model GVI Airplane; Interaction of Systems and Structures

06/23/2011 Docket # NM441 http://www.gpo.gov/fdsys/pkg/FR-2011-06-23/html/2011-15708.htm

Effective 07/25/2011. This special condition takes into account the effects of an electronic flight control system.

AD: Airbus Model A318, A319, A320, and A321 Series Airplanes

06/27/2011 Docket # FAA-2011-0573 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15683.htm

Effective 07/12/2011. Comments due 08/11/2011. This AD requires a general visual inspection of the operation of the MLG door opening sequence to determine if a defective actuator is installed by doing all the applicable actions, including replacing the door as applicable.

AD: Airbus Model A330200 and 300 Series Airplanes

06/27/2011 Docket # FAA-2009-1212 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15366.htm

Effective 08/01/2011. This AD requires revisions to certain operator maintenance documents to include new inspections.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

06/27/2011 Docket # FAA-2011-0260 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15367.htm

Effective 08/01/2011. This AD requires a free-play check for any shaft swaged bearing having a certain part number installed in the tailstock end of each elevator power control units (PCU) (three PCUs per elevator surface). If during the check any PCU exceeds the limits specified, replace the elevator PCU with a serviceable one before further flight.

AD: Bombardier, Inc. Model DHC8400 Series Airplanes

06/27/2011 Docket # FAA-2011-0036 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15364.htm

Effective 08/01/2011. This AD requires modifications to the fuel system.

AD: Dassault Aviation Model FALCON 7X Airplanes

06/27/2011 Docket # FAA-2011-0477 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15989.htm

Effective 07/12/2011. This AD prohibits operation of Model FALCON 7X airplanes.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB120, 120ER, 120FC, 120QC, and 120RT Airplanes

06/27/2011 Docket # FAA-2010-0546 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15369.htm

Effective 08/01/2011. This AD requires determining the real fuel quantity on each tank using the dripless measuring sticks, comparing the results of the fuel quantity measurement with the fuel master indicator and repeater indicator readings for each tank, and corrective actions as applicable.

AD: Learjet Inc. Model 45 Airplanes

06/27/2011 Docket # FAA-2010-0802 http://www.gpo.gov/fdsys/pkg/FR-2011-06-27/html/2011-15579.htm

Effective 08/01/2011. This AD requires replacing the left engine fuel and hydraulic tubing and installing a tubing support channel.

AD: Lycoming Engines and Teledyne Continental Motors Turbocharged Reciprocating Engine

06/28/2011 Docket # FAA-2011-0126 http://www.gpo.gov/fdsys/pkg/FR-2011-06-28/html/2011-16153.htm

Effective 07/12/2011. Comments due 08/12/2011. This AD requires This AD requires inspecting certain Lycoming and TCM reciprocating engines with certain Hartzell Engine Technologies, LLC (HET) turbochargers installed, and disassembly and cleaning of the turbocharger center housing and rotating assembly (CHRA) cavities of affected turbochargers.

Your Two Cents—June 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

NPRM AD: Saab AB, Saab Aerosystems Model SAAB 2000 Airplanes

06/01/2011 Docket # FAA-2011-04576 http://www.gpo.gov/fdsys/pkg/FR-2011-06-01/html/2011-13505.htm

Comments due 07/18/2011. This proposed AD would require detailed inspection for corrosion of the aft pressure bulkhead at the bottom outboard flange, and repairs as necessary. It would also require an inspection determine if there is a drain hole on the left-hand side inboard of the ventral fin, and adding a drain hole as necessary.

NPRM AD: Cessna Aircraft Company 310, 320, 340, 401, 402, 411, 414, and 421 Airplanes

06/03/2011 Docket # FAA- 2011-0562 http://www.gpo.gov/fdsys/pkg/FR-2011-06-03/html/2011-13766.htm

Comments due 07/18/2011. This proposed AD would require installing a placard that prohibits flight into known icing conditions and a placard that increases published speed on approach 17 mph (15 knots) in case of an inadvertent encounter with icing.

NPRM AD: Bombardier Inc. Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 Airplanes; Equipped With Certain Cockpit Door Installations

06/08/2011 Docket # FAA-2011-0479 http://www.gpo.gov/fdsys/pkg/FR-2011-06-08/html/2011-14091.htm

Comments due 07/25/2011. This proposed AD would require modifying the cockpit door from a single-point attachment to a two-point attachment.

NPRM AD: Airbus Model A300 B4-103, B4-203, and B4-2C Airplanes

06/08/2011 Docket # FAA-2011-0478 http://www.gpo.gov/fdsys/pkg/FR-2011-06-08/html/2011-14094.htm

Comments due 07/25/2011. This proposed AD would require removing the main landing gear (MLG) retraction actuator having P/N C23129 and do a detailed and high frequency eddy current inspection for defects and making repairs and modifications as necessary.

NPRM AD: Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440); Model CL-600-2C10 (Regional Jet Series 700, 701, & 702); Model CL-600-2D15 (Regional Jet Series 705); and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

06/09/2011 Docket # FAA-2011-0564 http://www.gpo.gov/fdsys/pkg/FR-2011-06-09/html/2011-14348.htm

Comments due 07/25/2011. This proposed AD would require replacing certain part numbered water accumulator assemblies installed on the pitot and static lines of the air data computer (ADC) with new or serviceable water accumulator assemblies. It would also bar the installation of certain part numbered water accumulator assemblies.

NPRM AD: Austro Engine GmbH Model E4 Diesel Piston Engines

06/09/2011 Docket # FAA-2010-1055 http://www.gpo.gov/fdsys/pkg/FR-2011-06-09/html/2011-14235.htm

Comments due 07/25/2011. This proposed AD would require the initial and repetitive inspections of AD 2010-23-09, but would also require installing HP fuel pump P/N E4A-30-200-000, as mandatory terminating action to the repetitive inspections.

NPRM AD: Viking Air Limited (Type Certificate No. A-815 Formerly Held by Bombardier Inc. and de Havilland, Inc.) Model DHC-3 Airplanes

06/10/2011 Docket # FAA-2011-0597 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-14396.htm

Comments due 07/25/2011. This proposed AD would add new repetitive inspections of the elevator control tabs.

NPRM AD: Bombardier, Inc. Model CL-215-1A10, CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant) Airplanes

06/10/2011 Docket # FAA-2011-0565 http://www.gpo.gov/fdsys/pkg/FR-2011-06-10/html/2011-14397.htm

Comments due 07/25/2011. This proposed AD would require a general visual inspection to determine if either universal solid (round head) rivets or flush rivets of the bracket assembly of the emergency water dump pulley are installed. Is solid rivets are present, replace the solid rivets with flush rivets, and install new stiffeners on the bracket assembly of the emergency water dump pulley. If flush rivets are installed, then a detailed inspection of the stiffeners for cracks, deformation, and signs of corrosion is required. It also would require a liquid penetrant inspection of certain part numbered stiffeners having for cracks, deformation, or signs of corrosion and repair or replacement as necessary.

NPRM AD: The Boeing Company Model 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 Airplanes

06/14/2011 Docket # FAA-2011-0566 http://www.gpo.gov/fdsys/pkg/FR-2011-06-14/html/2011-14697.htm

Comments due 07/25/2011. This proposed AD would require modification of the fluid drain path in the leading edge area of the wing.

NPRM AD: The Boeing Company Model 767 Airplanes

06/15/2011 Docket # FAA-2011-0567 http://www.gpo.gov/fdsys/pkg/FR-2011-06-15/html/2011-14698.htm

Comments due 08/01/2011. This proposed AD would require modification of the fluid drain path in the leading edge area of the wing.

NPRM AD: Airworthiness Directives; Fokker Services B.V. Model F.27 Mark 050, 200, 300, 400, 500, 600, and 700 Airplanes; and Model F.28 Airplanes

06/17/2011 Docket # FAA-2011-0568 http://www.gpo.gov/fdsys/pkg/FR-2011-06-21/html/2011-15360.htm

Comments due 08/05/2011. This proposed AD would require re-working the wiring and installing the fuses packed in jiffy junctions and revisions to the maintenance program.

NPRM AD: Airbus Model A300 Series Airplanes; Model A310 Series Airplanes; and Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

06/22/2011 Docket # FAA-2011-0570 http://www.gpo.gov/fdsys/pkg/FR-2011-06-22/html/2011-15535.htm

Comments due 08/08/2011. This proposed AD would require a detailed inspection of each type 5 hydraulic accumulators, and their replacement as necessary. It would also require installing a placard at the designated location of any affected hydraulic circuit.

NPRM AD: The Boeing Company Model 747SP Series Airplanes

06/22/2011 Docket # FAA-2011-0571 http://www.gpo.gov/fdsys/pkg/FR-2011-06-22/html/2011-15536.htm

Comments due 08/08/2011. This proposed AD would replacing or modifying the upper and lower rudder power control modules.

NPRM AD: Gulfstream Aerospace Corporation Model GV and GV-SP Airplanes

06/22/2011 Docket # FAA-2011-0572 http://www.gpo.gov/fdsys/pkg/FR-2011-06-22/html/2011-15537.htm

Comments due 08/08/2011. This proposed AD would require inspecting to determine whether a third Halon fire extinguisher bottle is installed in the auxiliary power unit (APU) fragment impact zone, revising the limitations section of the airplane flight manual to add restrictions for APU usage for certain airplanes having a third fire extinguisher bottle, and removing the third fire extinguisher bottle from certain airplanes.

NPRM AD: Piper Aircraft, Inc. Models PA-24, PA-24-250, and PA-24-260 Airplanes

06/22/2011 Docket # FAA-2011-0639 http://www.gpo.gov/fdsys/pkg/FR-2011-06-22/html/2011-15543.htm

Comments due 08/08/2011. This proposed AD would require either replacement of the stabilator horn assembly or repetitive inspection of the stabilator horn assembly for corrosion or cracks with replacement of the stabilator horn assembly if any corrosion or cracks are found.

NPRM AD: BAE SYSTEMS (OPERATIONS) LIMITED Model BAe 146 and Avro 146-RJ Airplanes

06/22/2011 Docket # FAA-2011-0569 http://www.gpo.gov/fdsys/pkg/FR-2011-06-22/html/2011-15538.htm

Comments due 08/08/2011. This proposed AD would require inspection of the Main Landing Gear (MLG) shock absorber lower attachment pins. It also requires, before further flight, replacing the pin with a serviceable pin if the chromium plating on the outer diameter of any pin is found cracked, or the base material is exposed, or any corrosion is found on the chromium plating on the outer diameter of any pin.

NPRM AD: Diamond Aircraft Industries GmbH Model (Diamond) DA 40 Airplanes Equipped With Certain Cabin Air Conditioning Systems

06/28/2011 Docket # FAA-2011-0687 http://www.gpo.gov/fdsys/pkg/FR-2011-06-28/html/2011-16088.htm

Comments due 08/12/2011. This proposed AD would require deactivation and removal of the vapor cycle system and revision to the airplane weight and balance.

NPRM AD: Teledyne Continental Motors and RollsRoyce Motors Ltd. Series Reciprocating Engines

06/28/2011 Docket # FAA-2011-0085 http://www.gpo.gov/fdsys/pkg/FR-2011-06-28/html/2011-16137.htm

Comments due 08/12/2011. This proposed AD requires replacement of certain magnetos if they fall within the specified serial number (S/N) range and modifies the S/N ranges requiring replacement. It also requires inspection of the removed magneto to verify that the stop pin is still in place, and, if the stop pin is not in place, inspection of the engine gear train, crankcase, and accessory case and would add R-RM C-125, C-145, O-300, IO-360, TSIO-360, and LTSIO-520-AE series reciprocating engines to the applicability.

NPRM AD: Gulfstream Aerospace LP Model Galaxy and Gulfstream 200 Airplanes

06/29/2011 Docket # FAA-2011-0646 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16314.htm

Comments due 08/15/2011. This proposed AD would require inspecting for and replacing cracked nuts in multiple locations (including aileron fittings, rudder tab assembly and mounting structure for power drive units) on the airplane.

NPRM AD: Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes

06/29/2011 Docket # FAA-2011-0648 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16365.htm

Comments due 08/15/2011. This proposed AD would require revisions to the airplane flight manual, deactivation of the hydraulic system No. 3 accumulator, removal of the hydraulic system No. 2 accumulator, and initial and repetitive ultrasonic Inspection of hydraulic system No. 1, inboard brake, and outboard brake accumulators

NPRM AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes) and A310 Series Airplanes

06/29/2011 Docket # FAA-2011-0647 http://federalregister.gov/a/2011-16367

Comments due 08/15/2011. This proposed AD would require, for certain rudders, a vacuum loss inspection or an elasticity laminate checker inspection, to detect defects, including de-bonding in rudder areas one, two, and three and corrective actions as necessary.

NPRM AD: The Boeing Company Model 777 Airplanes

06/29/2011 Docket # FAA-2011-0644 http://federalregister.gov/a/2011-16368

Comments due 08/15/2011. This proposed AD would require repetitive detailed inspection and high frequency eddy current (HFEC) inspections for cracks of the wing center section (WCS) spanwise beams, and repair if necessary.

NPRM AD: The Boeing Company Model 747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP Series Airplanes

06/289/2011 Docket # FAA-2011-0645 http://federalregister.gov/a/2011-16370

Comments due 08/15/2011. This proposed AD would shorten the interval for repetitive inspections for cracks of the fuselage skin lap splice between body station (BS) 400 and BS 520 at stringers S-6L and S-6R.

NPRM AD: Gulfstream Aerospace LP Model Galaxy and Gulfstream 200 Airplanes

06/29/2011 Docket # FAA-2011-0646 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16314.htm

Comments due 08/15/2011. This proposed AD would require inspecting for and replacing cracked nuts in multiple locations (including aileron fittings, rudder tab assembly and mounting structure for power drive units) on the airplane.

NPRM AD: Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes

06/29/2011 Docket # FAA-2011-0648 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16365.htm

Comments due 08/15/2011. This proposed AD would require revisions to the airplane flight manual, deactivation of the hydraulic system No. 3 accumulator, removal of the hydraulic system No. 2 accumulator, and initial and repetitive ultrasonic Inspection of hydraulic system No. 1, inboard brake, and outboard brake accumulators

NPRM AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes) and A310 Series Airplanes

06/29/2011 Docket # FAA-2011-0647 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16367.htm

Comments due 08/15/2011. This proposed AD would require, for certain rudders, a vacuum loss inspection or an elasticity laminate checker inspection, to detect defects, including de-bonding in rudder areas one, two, and three and corrective actions as necessary.

NPRM AD: The Boeing Company Model 777 Airplanes

06/29/2011 Docket # FAA-2011-0644 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16368.htm

Comments due 08/15/2011. This proposed AD would require repetitive detailed inspection and high frequency eddy current (HFEC) inspections for cracks of the wing center section (WCS) spanwise beams, and repair if necessary.

NPRM AD: The Boeing Company Model 747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP Series Airplanes

06/289/2011 Docket # FAA-2011-0645 http://www.gpo.gov/fdsys/pkg/FR-2011-06-29/html/2011-16370.htm

Comments due 08/15/2011. This proposed AD would shorten the interval for repetitive inspections for cracks of the fuselage skin lap splice between body station (BS) 400 and BS 520 at stringers S-6L and S-6R.

Final Documents—May 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: Bombardier, Inc. Model DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, -401, and -402 Airplanes

05/02/2011 Docket # FAA-2011-0079 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-9673.htm

Effective 06/06/2011. This AD requires installing a drain system in the cockpit windshield lower frames, and related investigative and corrective actions.

AD: The Boeing Company Model 777-200, -200LR, -300, and -300ER Series Airplanes

05/02/2011 Docket # FAA-2010-1205 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-9917.htm

Effective 06/06/2011. This AD requires replacing certain boost pump relays with ground fault interrupter (GFI) relays. It also requires installing new panels in the main equipment center, making wiring changes, installing new GFI relays in the new panels, and installing new electrical load management system software. It also mandates bond resistance measurements and corrective actions, where applicable.

AD: The Boeing Company Model 747-200B, -300, -400, -400D, and -400F Series Airplanes Powered by Pratt and Whitney 4000 or General Electric CF6-80C2 Series Engines

05/02/2011 Docket # FAA-2010-1111 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-9919.htm

Effective 06/06/2011. This AD requires an inspection to determine the part number of the mid-pivot access door correct installation. It also requires the installation of a marker on the mid-pivot access door, and if necessary, repetitive ultrasonic inspections for cracking of the mid-pivot bolt assembly and eventual replacement of the mid-pivot bolt assembly.

AD: Airbus Model A340-200 and -300 Series Airplanes

05/02/2011 Docket # FAA-2011-0383 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-9921.htm

Effective 05/17/2011. Comments due 06/16/2011. This AD requires an ultrasonic inspection of pylon pyramid attachment areas at the aft end of the lower arms between Rib 1 and Rib 2 without fastener removal (2 fastener locations per pylon). If no cracking is found, repetitive inspections are required. If cracking is detected, then repair is required before further flight.

AD: The Boeing Company Model 777-200 and -300 Series Airplanes Equipped With Pratt and Whitney Engines

05/02/2011 Docket # FAA-2010-0026 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-9674.htm

Effective 06/06/2011. This AD requires repetitive inspections for hydraulic fluid contamination of the interior of the strut disconnect assembly; repetitive inspections for discrepancies of the interior of the strut disconnect assembly, if necessary; repetitive inspections of the exterior of the strut disconnect assembly for cracks, if necessary; and corrective action, if necessary.

AD: Airbus Model A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R Airplanes, and A310-204 and -304 Airplanes

05/02/2011 Docket # FAA-2010-0035 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-9678.htm

Effective 06/06/2011. This AD requires an inspection to determine the part number of the forward engine mounting yoke and, for certain skinny cast yoke part numbers, a detailed inspection of the yoke to determine if it is ruptured. It also mandates repetitive inspections or repair of those yokes.

AD: Dassault-Aviation Model FALCON 7X Airplanes

05/02/2011 Docket # FAA-2010-1207 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-10138.htm

Effective 06/06/2011. This AD requires installing dedicated fuses on weight-on-wheels proximity sensors.

AD: Airbus Model A340-200, -300, -500, and -600 Series Airplanes

05/02/2011 Docket # FAA-2011-0386 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-10137.htm

Effective 05/17/2011. Comments due 06/16/2011. This AD requires revisions to operator maintenance documents to include new inspections and revisions to the maintenance program.

AD: Rolls-Royce plc (RR) RB211-524 Series and RB211 Trent 500, 700, and 800 Series Turbofan Engines

05/03/2011 Docket # FAA-2010-0562 http://www.gpo.gov/fdsys/pkg/FR-2011-05-03/html/2011-10517.htm

Effective 06/07/2011. This AD requires fluorescent penetrant inspections of the HP compressor stage 1 to 4 rotor discs at the first shop visit after accumulating 1000 cycles since new or at the next shop visit after the effective date of this AD, and at every engine shop visit thereafter.

AD: Rolls-Royce plc RB211-Trent 800 Series Turbofan Engines

05/03/2011 Docket # FAA-2008-1165 http://www.gpo.gov/fdsys/pkg/FR-2011-05-03/html/2011-10520.htm

Effective 06/07/2011. This AD requires, for engines monitored by Multiple Flight Profile Monitoring ,removal of the HP compressor stage 1-4 shaft with a certain part number. For engines monitored by Heaby Flight Profile, This AD requires removal of certain HP compressor stage 1-4 shafts.

AD: Rolls-Royce plc (RR) RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 Turbofan Engines

05/03/2011 Docket # FAA-2010-0821 http://www.gpo.gov/fdsys/pkg/FR-2011-05-03/html/2011-10521.htm

Effective 06/07/2011. This AD requires initial and repetitive ultrasonic inspections for affected LP compressor blades. It also mandates removal of blades from service that fail inspection criteria and replying dry film lubrication and installing blades into their original position for those blades that pass inspection criteria.

Special Conditions: Gulfstream Aerospace LP (GALP) Model G250 Airplane, Dynamic Test Requirements for Side-Facing, Single-Occupant Seats

05/04/2011 Docket No. NM453 http://www.gpo.gov/fdsys/pkg/FR-2011-05-04/html/2011-10755.htm

Effective 03/18/2011. Comments due 06/20/2011. This special condition provides injury criteria and installation/testing guidelines that represent the minimum acceptable airworthiness standard for side-facing, single-occupant seats

AD: Dassault-Aviation Model FALCON 7X Airplanes

05/05/2011 Docket # FAA-2010-1306 http://www.gpo.gov/fdsys/pkg/FR-2011-05-05/html/2011-10690.htm

Effective 06/09/2011. This AD requires repetitive functional tests of the ram air turbine (RAT) heater.

AD: Hamilton Sundstrand Propellers Model 247F Propellers, correction

05/05/2011 Docket # FAA-2009-0113 http://www.gpo.gov/fdsys/pkg/FR-2011-05-05/html/2011-10898.htm

Effective 05/25/2011. This AD modifies the original AD by correcting an error: The blade part number (P/N) 817370-1 in the SUPPLEMENTARY INFORMATION, Applicability, and Compliance sections is incorrect.

Extension of Withholding to Certain Payments Made by Government Entities

05/09/2011 FR Doc No: 2011-10760 http://www.gpo.gov/fdsys/pkg/FR-2011-05-09/html/2011-10760.htm

Effective 05/09/2011. This document contains final regulations relating to withholding by government entities. These regulations reflect changes in the law made by the Tax Increase Prevention and Reconciliation Act of 2005 that require Federal, State, and local government entities to withhold income tax when making payments to persons providing property or services. These regulations affect Federal, State, and local government entities that will be required to withhold and report tax from payments to persons providing property or services and also affect the persons receiving payments for property or services from the government entities. These final regulations provide an additional one-year extension from the revised statutory effective date of payments made after December 31, 2011.

AD: Airbus Model A310 Series Airplanes

05/11/2011 Docket # FAA-2010-1275 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10684.htm

Effective 06/15/2011. This AD requires repetitive detailed visual inspections to detect cracks in the external surface of the wing lower skin around the landing access panel holes of the leading edge; inspecting the area around overwing refueling aperture at ribs 13-4; inspecting the upper skin forward of front spar for cracks; inspecting the stringer flanges at rib 14 wing bottom skin for cracks; inspecting for cracks at bolt holes on the leading edge access panels landing lower skin; inspecting the area around overwing refueling aperture at ribs 13-14 for certain airplanes; and, inspecting the upper skin forward front spar on certain airplanes; and, inspecting the rear spar at selected bolt locations for attachment of main landing gear forward pick-up fitting.

AD: Airbus Model A310 Series Airplanes

05/11/2011 Docket # FAA-2010-1274 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10685.htm

Effective 06/15/2011. This AD requires cold working of trellis boom drainage holes, repetitive detailed or rotating probe inspection for cracking in the drain holes on the lower skin panel in the center wing box between frames 42 and 46, and corrective actions as necessary. It also requires repetitive eddy current inspections for cracking of the upper corner fitting at left and right frame 40 and corrective actions as necessary.

AD: Airbus Model A310 Series Airplanes

05/11/2011 Docket # FAA-2010-1276 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10687.htm

Effective 06/15/2011. This AD requires a defectoscope or rototest inspection to detect cracks in the area of frame 47 and frame 54, and installation of new doublers.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170 Airplanes; and Model ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW Airplanes

05/11/2011 Docket # FAA-2011-0038 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10693.htm

Effective 06/15/2011. This AD requires a detailed inspection for signs of drill marks at the left and right lower ring region of the rear pressure bulkhead between the circumferential splice joint and rear skin between stringers 12 and 13, and repairs as necessary.

AD: Cessna Aircraft Company (Cessna) Model 172 Airplanes Modified by Supplemental Type Certificate (STC) SA01303WI; correction

05/11/2011 Docket # FAA-2010-1243 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-11260.htm

Effective 05/26/2011. The FAA is correcting an airworthiness directive: The numbering of paragraphs (j)(3), (j)(4), and (j)(5) in the Material Incorporated by Reference section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

AD: BURKHART GROB LUFT-UND Model G 103 C Twin III SL Gliders

05/11/2011 Docket # FAA-2011-0127 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10388.htm

Effective 06/15/2011. This AD requires updating the glider documentation and inspecting for cracks at the bent area of the engaged tooth of the upper pulley wheel securing plate and repairs as necessary.

AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

05/11/2011 Docket # FAA-2011-0037 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10817.htm

Effective 06/15/2011. This AD requires installing Teflon bushes in the hydraulic reservoir panel at the lower left-hand side.

AD: The Boeing Company Model 747-400, 747-400D, and 747-400F Series Airplanes Equipped With General Electric CF6-80C2 or Pratt & Whitney PW4000 Series Engines

05/11/2011 Docket # FAA-2010-0706 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10692.htm

Effective 06/15/2011. This AD requires modifying certain thrust reverser control system wiring to the flap control unit.

AD: Airbus Model A310-203, -204, -222, -304, -322, and -324 Airplanes

05/11/2011 Docket # FAA-2010-1273 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-10688.htm

Effective 06/15/2011. This AD requires inspections of the lower tail plane cut-out area in the tail cone and repairs as necessary

AD: Diamond Aircraft Industries GmbH Models DA 42, DA 42 NG, and DA 42 M-NG Airplanes

05/13/2011 Docket # FAA-2011-0185 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11267.htm

Effective 06/17/2011. This AD requires updating the airplane flight manual and replacing the rear passenger door-retaining bracket with an improved design-retaining bracket.

AD: Airbus Model A318-112, A319-111, A319-112, A319-115, A319-132, A319-133, A320-214, A320-232, A320-233, A321-211, A321-213, and A321-231 Airplanes

05/13/2011 Docket # FAA-2011-0390 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11331.htm

Effective 05/31/2011. Comments due 06/27/2011. This AD requires identifying the manufacturing date code of each Deutsch module installed on the airplane that can be installed on electronics rack 103VU, pylon harnesses, S15/19 harnesses and/or electronics rack 80VU, as applicable. If any module with a certain manufacturing date code is installed on the electronics rack 103VU, pylon harnesses, or S15/19 harnesses or the electronics rack 80VU, then before further flight, replace each affected module with a serviceable part having the same part number but a different date code.

AD: Cessna Aircraft Company Models 150, 152, 170, 172, 175, 177, 180, 182, 185, 188, 190, 195, 206, 207, 210, T303, 336, and 337 Airplanes

05/13/2011 Docket # FAA-2010-1101 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-10988.htm

Effective 06/17/2011. This AD adds steps to inspection procedures for the seat rail and seat rail holes; seat pin engagement; seat rollers, washers, and axle bolts or bushings; wall thickness of roller housing and the tang; and lock pin springs.

AD: PIAGGIO AERO INDUSTRIES S.p.A Model P-180 Airplanes

05/13/2011 Docket # FAA-2011-0468 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11330.htm

Effective 05/31/2011. Comments due 06/27/2011. This AD requires cutting off the rubber flap of the two flapper valves near frame 36, inspecting the flapper valves, and a functional test of the valves and fuselage drainage holes. It would also require adding drain holes on keel beam webs connecting the lateral bays to the center bays.

AD: Airbus Model A300 and A310 Series Airplanes, and Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

05/13/2011 Docket # FAA-2011-0030 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11333.htm

Effective 06/17/2011. This AD requires revising the maintenance program with new inspections, inspection intervals, repairs, and replacements.

AD: DASSAULT AVIATION Model MYSTERE-FALCON 50 Airplanes

05/13/2011 Docket # FAA-2011-0030 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11329.htm

Effective 06/17/2011. This AD requires a general visual inspection for correct installation of the emergency brake system number 2 and repairs if necessary.

AD: Agusta S.p.A. Model AB412 Helicopters

05/03/2011 Docket # FAA-2011-0452 http://www.gpo.gov/fdsys/pkg/FR-2011-05-16/html/2011-11797.htm

Effective 05/31/2011. This AD requires, before further flight, inspecting the rescue hoist hook assembly for a certain identification plate. If the plate is installed, then no further action is required. If the plate is not installed, then determine the hook assembly part number and replace with an airworthy hook as necessary.

AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model 382, 382B, 382E, 382F, and 382G Airplanes

05/18/2011 Docket # FAA-2009-1228 http://www.gpo.gov/fdsys/pkg/FR-2011-05-18/html/2011-11900.htm

Effective 06/22/2011. This AD requires repetitive inspections for any damage of the lower surface of the center wing box, and corrective actions if necessary.

AD: The Boeing Company Model 737-300, -400, and -500 Series Airplanes

05/18/2011 Docket # FAA-2011-0348 http://www.gpo.gov/fdsys/pkg/FR-2011-05-18/html/2011-11928.htm

Effective 06/02/2011. Comments due 07/05/2011. This AD requires repetitive external eddy current inspections of the lap joints at stringers S-4R and S-4L, along the entire length from body station (BS) 360 to BS 908. If a crack indication is found, the AD requires either confirming the crack by doing internal eddy current inspections, or repairing the crack.

AD: British Aerospace Regional Aircraft Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 Airplanes

05/18/2011 Docket # FAA-2011-0230 http://www.gpo.gov/fdsys/pkg/FR-2011-05-18/html/2011-11932.htm

Effective 06/22/2011. This AD requires an eddy current inspection of all the main landing gear (MLG) leg pivot beam fastener bores for cracks, and replacement of the MLG fitting or repairs if cracks are found.

AD: Eurocopter France Model AS350B, B1, B2, B3, BA, and EC130 B4 Helicopters

05/18/2011 Docket # FAA-2010-1228 http://www.gpo.gov/fdsys/pkg/FR-2011-05-18/html/2011-11795.htm

Effective 06/22/2011. This AD requires replacing the cup springs and fan nut and performing a functional test of the damping system.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

05/18/2011 Docket # FAA-2011-0043 http://www.gpo.gov/fdsys/pkg/FR-2011-05-18/html/2011-11929.htm

Effective 06/22/2011. This AD requires a general visual inspection for red anodized threads of the outlet fitting of the MFCV having P/N 2960018-101 installed in the left and right wing fuel tanks. If any MCFV having a red anodized check valve outlet fitting is found, then replace with a MFCV that has a chemical film coating (gold color) check valve outlet fitting.

AD: Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes, correction

05/24/2011 Docket # FAA-2010-0436 http://www.gpo.gov/fdsys/pkg/FR-2011-05-24/html/2011-12587.htm

Effective 05/06/2011. Correction effective 5/24/2011. The FAA is correcting an airworthiness directive. The service information reference in paragraph (g)(7) in the Actions section of the AD is incorrect. This document corrects that error. In all other respects, the original document remains the same.

AD: The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP Series Airplanes; correction.

05/25/2011 Docket # FAA-2008-1098 http://www.gpo.gov/fdsys/pkg/FR-2011-05-25/html/2011-12591.htm

Effective 05/25/2011. The FAA is correcting an airworthiness directive (AD) that published in the Federal Register. The reference to a "sub-section number" in paragraph (g) of the regulatory section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

AD: Rolls-Royce plc (RR) RB211-535 Series Turbofan Engines

05/26/2011 Docket # FAA-2010-0994 http://www.gpo.gov/fdsys/pkg/FR-2011-05-26/html/2011-13014.htm

Effective 06/30/2011. This AD requires a change to the inspection intervals of LP Turbine Discs, and requires a visual and a fluorescent penetrant inspection (FPI) of the LP turbine stage 1, 2, and 3 disc.

Special Conditions: Turbomeca Arriel 2D Turboshaft Engine

05/27/2011 Docket # NE132 http://www.gpo.gov/fdsys/pkg/FR-2011-05-27/html/2011-13008.htm

Effective 05/31/2011. This Special Condition sets forth the testing and analysis required to comply with the part 33 certification basis and includes instructions to ensure that in-service engine deterioration due to rated 30 minute power usage will not be excessive, meaning that all other approved ratings are available within associated limits and assumed usage, for successive flights.

Special Conditions: Bombardier Model BD-700-1A10 and BD-700-1A11 Airplanes, Head-up Display (HUD) With Video Synthetic Vision System (SVS)

05/31/2011 Docket # NM451 http://www.gpo.gov/fdsys/pkg/FR-2011-05-31/html/2011-13341.htm

Effective 06/30/2011. The purpose of this special condition is to provide the unique pilot-compartment-view requirements for the SVS installation.

Your Two Cents—May 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

NPRM AD: General Electric Company CT7-8, CT7-8A, CT7-8A1, CT7-8E, and CT7-8F5 Turboshaft Engines

05/02/2011 Docket # FAA-2011-0392 http://www.gpo.gov/fdsys/pkg/FR-2011-05-02/html/2011-10522.htm

Comments due 06/16/2011. This proposed AD would require the installation of an accessory gearbox axis-A oil slinger nut to the axis-A shaft assembly.

NPRM AD: Airbus Model A330-201, -202, -203, -223, and -243 Airplanes, A330-300 Series Airplanes, A340-200 Series Airplanes, and A340-300 Series Airplanes

05/03/2011 Docket # FAA-2011-0387 http://www.gpo.gov/fdsys/pkg/FR-2011-05-03/html/2011-10624.htm

Comments due 06/17/2011. This proposed AD would require, for certain rudders, a vacuum loss inspection on the rudder non-ventilated area (Area 1) for damage including de-bonding between the skin and honeycomb core of the rudder and an elasticity laminate checker inspection on the trailing edge area (Area 2) for damage including de-bonding between the skin and honeycomb core of the rudder. For other rudders, it would require an elasticity laminate checker inspections on the trailing edge area for damage including de-bonding between the skin and honeycomb core of the rudder. If damage is found during any inspection, then repairs are required before further flight.

NPRM AD: Airbus Model A300 B4-600, A300 B4-600R, and A300 F4-600R Series Airplanes, and Model A300 C4-605R Variant F Airplanes (Collectively Called Model A300-600 Series Airplanes); Model A310 Series Airplanes; Model A318 Series Airplanes; Model A319 Series Airplanes; Model A320-211, -212, -214, -231, -232, and -233 Airplanes; Model A321 Series Airplanes; Model A330-200 and A330-300 Series Airplanes; and Model A340-200, A340-300, A340-500, and A340-600 Series Airplanes

05/04/2011 Docket # FAA-2011-0388 http://www.gpo.gov/fdsys/pkg/FR-2011-05-04/html/2011-10816.htm

Comments due 06/20/2011. This proposed AD would require the identification of the affected Ram Air Turbine (RAT) assemblies and replacement of all balance weight screws or, in case balance washer detachment is found, replacement of the RAT turbine assembly.

NPRM AD: Cessna Aircraft Company (Cessna) Models 337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP Airplanes

05/04/2011 Docket # FAA-2011-0450 http://www.gpo.gov/fdsys/pkg/FR-2011-05-04/html/2011-10818.htm

Comments due 06/20/2011. This proposed AD would require inspecting the wings for internal and external damage, repairing any damage, reinforcing the wings, installing operational limitation placards in the cockpit, and adding limitations to the airplane flight manual supplement.

Special Conditions: Gulfstream Model GVI Airplane; Limit Engine Torque Loads for Sudden Engine Stoppage

05/05/2011 Docket No. NM454 http://www.gpo.gov/fdsys/pkg/FR-2011-05-05/html/2011-10922.htm

Comments due 06/20/2011. These proposed special conditions would contain design large engine design criteria recommended by Aviation Rulemaking Advisory Committee. It would also clarifies the design criteria that apply to auxiliary power units.

NPRM AD: Embraer-Embraer-Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-500 Airplanes

05/10/2011 Docket # FAA-2011-0088 http://www.gpo.gov/fdsys/pkg/FR-2011-05-10/html/2011-11334.htm

Comments due 06/24/2011. This proposed AD would require replacement of both Angle of Attack (AOA) sensors and cover plates, inspection of the sensor area, and, if needed, application of sealant between the AOA covers and the AOA sensors.

NPRM AD: Airbus Model A300 B2-1C, A300 B2-203, A300 B2K-3C, A300-B4-103, A300 B4-203, and A300 B4-2C Airplanes

05/10/2011 Docket # FAA-2011-0389 http://www.gpo.gov/fdsys/pkg/FR-2011-05-10/html/2011-11335.htm

Comments due 06/24/2011. This proposed AD would require repetitive detailed inspections for disbonding and cracking of the fuselage inner doubler; eddy current and ultrasonic inspections of the fuselage longitudinal lap joints for cracking; and repair if necessary.

Proposed Special Conditions: Boeing Model 747-8 Series Airplanes; Overhead Flight Attendant Rest (OFAR) Compartment

05/10/2011 Docket No. NM456 http://www.gpo.gov/fdsys/pkg/FR-2011-05-10/html/2011-11368.htm

Comments due 05/31/2011. These special conditions would outline requirements for overhead crew rest compartment design approvals, including the OFAR compartment, (i.e., type design changes and supplemental type certificates) administered by the FAA's Aircraft Certification Service.

Proposed Special Conditions: Boeing, Model 747-8 Series Airplanes; Door 1 Extendable Length Escape Slide

05/10/2011 Docket No. NM455 http://www.gpo.gov/fdsys/pkg/FR-2011-05-10/html/2011-11294.htm

Comments due 05/31/2011. These special conditions would outline requirements for an extendable length escape system slide.

NPRM AD: Dowty Propellers Type R212/4-30-4/22 and R251/4-30-4/49 Propeller Assemblies

05/11/2011 Docket # FAA-2011-0033 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-11480.htm

Comments due 06/27/2011. This proposed AD would require inspecting the buttress threads in the propeller hub and driving center assembly for cracks.

NPRM AD: General Electric Company CF34-10E2A1; CF34-10E5, CF34-10E5A1; CF34-10E6; CF34-10E6A1; CF34-10E7; and CF34-10E7-B Turbofan Engines

05/11/2011 Docket # FAA-2011-0187 http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/html/2011-11481.htm

Comments due 06/27/2011. This proposed AD would require removing from service certain fan rotor blade retainers, and removing from service the fan rotor spinner support that was installed with those fan rotor blade retainers.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

05/12/2011 Docket # FAA-2011-0470 http://www.gpo.gov/fdsys/pkg/FR-2011-05-12/html/2011-11604.htm

Comments due 06/27/2011. This proposed AD would require performing a detailed visual inspection for damage or cracks of the bumper plate and base fitting and replacing any damaged or cracked part. For certain airplanes, it requires reidentifying the bumper plate.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

05/12/2011 Docket # FAA-2011-0471 http://www.gpo.gov/fdsys/pkg/FR-2011-05-12/html/2011-11605.htm

Comments due 06/27/2011. This proposed AD would require an inspection to determine the part numbers of the left and right elevator torque tubes and, for certain part numbers, replacing the elevator torque tube with a new elevator torque tube and replacing the rivets in each elevator torque tube assembly with Hi Lite pins

NPRM AD: Eurocopter France Model EC 120B Helicopters

05/13/2011 Docket # FAA-2011-0448 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11752.htm

Comments due 07/12/2011. This proposed AD would require removal of the pilot cyclic control stick, replacing the thrust washer, reinstallation of the pilot cyclic control stick and a functional test of the cyclic control.

NPRM AD: Eurocopter France Model SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 Helicopters

05/13/2011 Docket # FAA-2011-0454 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11878.htm

Comments due 06/13/2011. This proposed AD would require removing the main rotor blades, modifying the frequency adapters and bushes, and changing the part number of the frequency adapter. It would also require, for each main rotor head frequency adapter modified, repetitively inspecting to determine whether the safety wire is in place on the trailing edge of the frequency adapter and whether the holes in the frequency adapters and the frequency adapter bushes.

NPRM AD: Eurocopter Deutschland Model EC135 Helicopters

05/13/2011 Docket # FAA-2011-0453 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11882.htm

Comments due 06/13/2011. This proposed AD would require a synchronization procedure for pilots, to prevent a parameter discrepancy and sustain the automatic engine control.

NPRM AD: Bell Helicopter Textron Canada (Bell) Model 206A, 206B, and 206B3 Helicopters

05/13/2011 Docket # FAA-2011-0449 http://www.gpo.gov/fdsys/pkg/FR-2011-05-13/html/2011-11753.htm

Comments due 07/12/2011. This proposed AD would require revising the Operating Limitations, Section 1, of the Rotorcraft Flight Manual (RFM) to add an operating limitation when a litter kit is installed.

NPRM AD: Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 Airplanes

05/17/2011 Docket # FAA-2011-0472 http://www.gpo.gov/fdsys/pkg/FR-2011-05-17/html/2011-12015.htm

Comments due 07/01/2011. This proposed AD would require installing fuses packed in jiffy junctions (i.e., crimped wire in-line junction device) and revisions to the maintenance program.

NPRM AD: Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 Airplanes

05/17/2011 Docket # FAA-2011-0473 http://www.gpo.gov/fdsys/pkg/FR-2011-05-17/html/2011-12016.htm

Comments due 07/01/2011. This proposed AD would require, for certain serial numbered airplanes, a general visual inspection for the presence of a by-pass wire between the housing of each in-tank fuel quantity indication cable plug and the cable shield. If a by-pass wire is not installed, then such installation is required before further flight. It would also require revisions to the maintenance program to add fuel airworthiness limitations for certain airplanes.

NPRM AD: Airbus Model A330 and A340 Airplanes, withdrawal.

05/18/2011 Docket # FAA-2007-27715 http://www.gpo.gov/fdsys/pkg/FR-2011-05-18/html/2011-12165.htm

The FAA withdraws a second supplemental NPRM for an airworthiness directive (AD) that applies to all Airbus Model A330-200, A330-300, A340-200, and A340-300 series airplanes; and Model A340-541 and A340-642 airplanes. That second supplemental NPRM proposed to revise the Airworthiness Limitations Section (ALS), for all affected airplane, by adding new Airworthiness Limitations Items (ALIs) to incorporate service life limits for certain items and inspections to detect fatigue cracking, accidental damage or corrosion in certain structures, in accordance with the revised ALS of the Instructions for Continued Airworthiness.

NPRM AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Series Airplanes

05/19/2011 Docket # FAA-2011-0518 http://www.gpo.gov/fdsys/pkg/FR-2011-05-19/html/2011-12309.htm

Comments due 07/05/2011. This proposed AD would require a design change to the rudder control system.

NPRM AD: Aircraft, Inc. PA-23, PA-31, and PA-42 Airplanes

05/20/2011 Docket # FAA-2009-0218 http://www.gpo.gov/fdsys/pkg/FR-2011-05-20/html/2011-12463.htm

Comments due 07/05/2011. This proposed AD would remove the requirement for the nose baggage door compartment interior light inspection.

NPRM AD: Airbus Model A330-200 and -300 Series Airplanes, and Model A340-200 and -300 Series Airplanes

05/23/2011 Docket # FAA-2011-0474 http://www.gpo.gov/fdsys/pkg/FR-2011-05-23/html/2011-12507.htm

Comments due 07/07/2011. This proposed AD would require modifications of the wire harness attachments above left hand and right hand door four.

Proposed Airworthiness Directives Legal Interpretation, extension of comment periond

05/24/2011 Docket # FAA-2010-1167 http://www.gpo.gov/fdsys/pkg/FR-2011-05-24/html/2011-12733.htm

Comments due 06/30/2011. On April 14, 2011, the Federal Aviation Administration (FAA) published a proposed airworthiness directives legal interpretation in the Federal Register for comment (72 FR 20898). The FAA received numerous comments by the close of the comment period on May 16, 2011. Included in the comments were requests to extend the comment period to allow additional time for comment. The FAA is granting an extension until June 30, 2011, for the public to review the proposed interpretation and provide comments.

NPRM AD: The Boeing Company Model 757 Airplanes

05/24/2011 Docket # FAA-2011-0475 http://www.gpo.gov/fdsys/pkg/FR-2011-05-24/html/2011-12728.htm

Comments due 07/08/2011. For certain airplanes, this proposed AD would require the installation of new relays adjacent to two of the spoiler control modules that would prevent the deployment of certain spoiler pairs when landing flaps are selected. For certain other airplanes, this proposed AD would require torquing the bracket assembly installation nuts and ground stud nuts, and doing bond resistance tests between the bracket assemblies and the terminal lugs on the ground studs.

NPRM AD: SOCATA Model TBM 700 Airplanes

05/25/2011 Docket # FAA-2011-0530 http://www.gpo.gov/fdsys/pkg/FR-2011-05-25/html/2011-12967.htm

Comments due 07/11/2011. This proposed AD would require replacing certain elevator trim tab actuators.

Special Conditions: Gulfstream Aerospace LP (GALP) Model G250 Airplane Pilot Compartment View--Hydrophobic Coatings in Lieu of Windshield Wipers

05/25/2011 Docket No. NM457 http://www.gpo.gov/fdsys/pkg/FR-2011-05-25/html/2011-12943.htm

Comments due 07/11/2011. This proposed special condition requires that the airplane have a means to maintain a clear windshield providing both pilot a sufficiently extensive view along the ground or flight path in normal taxi and flight attitudes of the airplane.

NPRM AD: General Electric Company (GE) GE90-110B1 and GE90-115B Turbofan Engines

05/26/2011 Docket # FAA-2011-0278 http://www.gpo.gov/fdsys/pkg/FR-2011-05-26/html/2011-13013.htm

Comments due 07/11/2011. This proposed AD would require eddy current inspection (ECI) or spot fluorescent penetrant inspection (FPI) of the stages 1-2 rotating seal teeth of the HPC stages 2-5 spool for cracks and would prohibit installation of HPC stator stage 1 interstage seals that are not pregrooved to prevent heavy rubs.

Final Documents—April 2011

This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see ***Your Two Cents*** *in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: Sicma Aero Seat 9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, and 9301 Series Passenger Seat Assemblies; and Sicma Aero Seat 9501311-05, 9501301-06, 9501311-15, 9501301-16, 9501441-30, 9501441-33, 9501311-55, 9501301-56, 9501441-83, 9501441-95, 9501311-97, and 9501301-98 Passenger Seat Assemblies; Installed on Various Transport Category Airplanes

04/01/2011 Docket # FAA-2010-0027 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-6628.htm

Effective 05/06/2011. This AD requires a general visual inspection for cracking of backrest links, replacement with new links if cracking is found, and eventual replacement of all links with new links.

AD: The Boeing Company Model DC-9-14, DC-9-15, and DC-9-15F Airplanes; and DC-9-20, DC-9-30, DC-9-40, and DC-9-50 Series Airplanes

04/01/2011 Docket # FAA-2010-0958 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-6633.htm

Effective 05/06/2011. This AD requires installing new in-line fuses for the fuel level float switch and new in-line fuses for the pressure switch, as applicable, and changing the wiring. The proposed actions would affect the left and right wing forward spars, center wing forward spar, forward auxiliary fuel tank, and aft auxiliary fuel tank, as applicable.

AD: Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes

04/01/2011 Docket # FAA-2010-0436 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-6630.htm

Effective 05/06/2011. This AD requires revisions to certain operator maintenance documents to include new inspections and related modifications.

AD: Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 Airplanes

04/01/2011 Docket # FAA-2010-1304 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-7202.htm

Effective 05/06/2011. This AD requires a detailed inspection for minimum clearance of the gap between the Fuel Quantity Tank Units (FQTU) wiring harness and the outer wing FQTU hole reinforcement structure and related actions as necessary.

AD: Piper Aircraft, Inc. (Type Certificate Previously Held by The New Piper Aircraft, Inc.) Models PA-46-310P, PA-46-350P, and PA-46R-350T Airplanes

04/01/2011 Docket # FAA-2010-1295 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-7569.htm

Effective 05/06/2011. This AD modifies and existing AD requiring cleaning, inspecting, and calibrating the Lewis or Transicoil turbine inlet temperature (T.I.T) system; replacing any T.I.T. system that fails the calibration test; repetitively replacing the T.I.T. probe on certain airplanes; and inserting a copy of the AD into the pilot's operating handbook for certain airplanes. It also adds certain Model PA-46R-350T airplanes to the applicability section, expands the applicability to include other T.I.T. systems, and incorporates new service information.

AD: Dassault Aviation Model Mystere-Falcon 50 Airplanes

04/01/2011 Docket # FAA-2011-0261 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-7427.htm

Effective 04/18/2011. Comments due 05/16/2011. This AD requires visually inspecting the extinguishing system line and the low-pressure bleed line of the number 2 engine at frame 42 in the rear compartment to determine proper installation of the lines and additional actions as necessary.

AD: Airbus Model A340-200 and -300 Series Airplanes

04/01/2011 Docket # FAA-2011-0256 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-7220.htm

Effective 04/18/2011. Comments due 05/16/2011. This AD requires replacing the primary lock on the upper inboard thrust reverser-pivoting door of each engine. It also requires replacing the primary lock with a new primary lock on the upper outboard thrust reverser pivoting doors of both outboard engines, and on the lower thrust reverser pivoting doors (inboard and outboard) of both outboard engines, and removing the installed shim and replacing the actuator with a new actuator.

AD: CPAC, Inc. (Type Certificate Formerly Held by Commander Aircraft Corporation, Gulfstream Aerospace Corporation, and Rockwell International) Models 112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC Airplanes

04/04/2011 Docket # FAA-2011-0302 http://www.gpo.gov/fdsys/pkg/FR-2011-04-04/html/2011-7729.htm

Effective 04/04/2011. Comments due 05/19/2011. This AD requires an inspection of the elevator spar for cracks and, if found, replacement with a serviceable elevator spar that is free of cracks or repair/modification with an FAA-approved method. It also requires reporting the results of the inspection to the FAA.

AD: Bell Helicopter Textron, Inc. Model 212 Helicopters

04/06/2011 Docket # FAA-2011-0323 http://www.gpo.gov/fdsys/pkg/FR-2011-04-06/html/2011-8133.htm

Effective 04/21/2011. Comments due 06/06/2011. This AD expands the applicability of an existing emergency airworthiness directive requiring removal of certain serial-numbered fittings and a magnetic particle inspection (MPI) on certain additional serial-numbered fittings.

Emergency AD (EAD): The Boeing Company Model 737-300, -400, and -500 series

04/05/2011 EAD # 2011-08-51 http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/0/77979606b642117286257869006afb63/$FILE/2011-08-51_Emergency.pdf

Effective 04/21/2011. Comments due 06/06/2011. This Emergency AD requires repetitive external eddy current inspections of the lap joint at stringers S-4R and S-4L along the entire length from body station (BS) 360 to BS 908 and additional inspections and repairs as necessary.

Special Conditions: Diamond Aircraft Industry Model DA-40NG; Diesel Cycle Engine

04/11/2011 Docket # CE310 http://www.gpo.gov/fdsys/pkg/FR-2011-04-11/html/2011-8547.htm

Effective 04/01/2011. Comments due 05/11/2011. This special condition addresses concerns associated with the aircraft diesel engine installation regarding installation and vibration requirements, fuel and fuel system related requirements, and limitations and indications.

AD: Rolls-Royce plc (RR) RB211-Trent 768-60 and Trent 772-60 Turbofan Engines

04/12/2011 Docket # FAA-2011-0233 http://www.gpo.gov/fdsys/pkg/FR-2011-04-12/html/2011-8469.htm

Effective 04/27/2011. Comments due 05/27/2011. This AD changes the applicability from RB211-Trent 700 series turbofan engines, to RB211-Trent 768-60 and Trent 772-60 turbofan engines, requiring, for the step aside gearbox (SAGB), repositioning of the oil metering jet up into the oil distributor within the bevel gearshaft, followed by initial and repetitive visual inspections of the magnetic chip detector. It also eliminates the visual inspections of the magnetic chip detector from the AD requirements.

AD: Honeywell International Inc. LTS101 Series Turboshaft Engines and LTP101 Series Turboprop Engines

04/12/2011 Docket # FAA-2009-1185 http://www.gpo.gov/fdsys/pkg/FR-2011-04-12/html/2011-8470.htm

Effective 05/17/2011. This AD requires removing certain power turbine rotors from service using a specific drawdown schedule.

AD: Fokker Services B.V. Model F.27 Mark 050 Airplanes

04/13/2011 Docket # FAA-2011-0262 http://www.gpo.gov/fdsys/pkg/FR-2011-04-13/html/2011-7743.htm

Effective 04/28/2011. Comments due 05/31/2011. This AD requires inspecting the fuel pipes for certain part number fuel pipes and mandates further inspections or replacement for those fuel pipes as necessary.

AD: Airbus Model A340-541 and -642 Airplanes

04/13/2011 Docket # FAA-2011-0263 http://www.gpo.gov/fdsys/pkg/FR-2011-04-13/html/2011-8278.htm

Effective 04/28/2011. Comments due 05/31/2011. This AD requires repetitive detailed inspections of the aft hinge forward attachment fittings of the right and left nose landing gear aft doors and repairs and replacement as necessary.

AD: Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) Airplanes, Model CL-600-2D15 (Regional Jet Series 705) Airplanes, and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

04/13/2011 Docket # FAA-2009-0703 http://www.gpo.gov/fdsys/pkg/FR-2011-04-13/html/2011-8196.htm

Comments due 05/18/2011. This AD requires a one-time detailed inspection and applicable corrective actions on the torque link apex joint. It also requires replacement or rework of the apex nut for certain main landing gear shock strut assemblies.

AD: Fokker Services B.V. Model F.27 Mark 050 Airplanes

04/13/2011 Docket # FAA-2011-0325 http://www.gpo.gov/fdsys/pkg/FR-2011-04-13/html/2011-8065.htm

Effective 04/28/2011. Comments due 05/31/2011. This AD requires revisions to certain operator maintenance documents to include new actions requiring inspections for chafing between the Fuel Quantity Probe and the probe wiring.

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170 and ERJ 190 Airplanes

04/13/2011 Docket # FAA-2010-1161 http://www.gpo.gov/fdsys/pkg/FR-2011-04-13/html/2011-8411.htm

Comments due 05/18/2011. This AD requires a general visual inspection (GVI) to determine the ram air turbine (RAT) model, and, for certain part numbers, replacement of the RAT balance screw(s) with a new balance screw(s), and mark the RAT identification plate with the symbol “24-5”.

Special Conditions: Eurocopter France Model AS350B Series, AS350D, and EC130 Helicopters, Installation of a Hoh Aeronautics, Inc. Autopilot/Stabilization Augmentation System (AP/SAS)

04/13/2011 Docket # SW026 http://www.gpo.gov/fdsys/pkg/FR-2011-04-13/html/2011-8294.htm

Effective 03/31/2011. Comments due 06/13/2011. These special conditions require that the AP/SAS installed on a Eurocopter model AS350B series, AS350D, or EC130 helicopter meet the requirements to adequately address the failure effects identified by the functional hazard assessment, and subsequently verified by the systems safety assessment, within the defined design integrity requirements.

Notice: Aviation Rulemaking Advisory Committee-New Task

04/19/2011 FR Doc No: 2011-9399 http://www.gpo.gov/fdsys/pkg/FR-2011-04-19/html/2011-9399.htm

The FAA assigned the Aviation Rulemaking Advisory Committee (ARAC) a new task to provide advice and recommendations to the FAA about how to prioritize rulemaking projects.

AD: Airbus Model A330-200 and -300 Series Airplanes, and Model A340-200 and -300 Series Airplanes

04/20/2011 Docket # FAA-2011-0311 http://www.gpo.gov/fdsys/pkg/FR-2011-04-20/html/2011-9278.htm

Effective 05/05/2011. Comments due 06/06/2011. This AD requires a detailed inspection and an operational check of the spring function of the emergency exit door slider mechanism, and repairs or replacement as necessary.

AD: Saab AB, Saab Aerosystems Model 340A (SAAB/SF340A) and SAAB 340B Airplanes Modified in Accordance With Supplemental Type Certificate (STC) ST00224WI-D, ST00146WI-D, or SA984GL-D

04/20/2011 Docket # FAA-2010-0042 http://www.gpo.gov/fdsys/pkg/FR-2011-04-20/html/2011-9279.htm

Effective 05/05/2011. This AD requires inspecting the fuselage surface for corrosion and cracking behind the external adapter plate of the antennae installation, and repair if necessary.

AD: BAE SYSTEMS (OPERATIONS) LIMITED Model BAe 146 Airplanes, and Model Avro 146-RJ Airplanes

04/21/2011 Docket # FAA-2010-1308 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-8667.htm

Effective 05/26/2011. This AD requires initial and repetitive external eddy current inspections of the forward fuselage skin to detect cracking, and mandates repairs as necessary.

AD: Cessna Aircraft Company (Cessna) Model 172 Airplanes Modified by Supplemental Type Certificate (STC) SA01303WI

04/21/2011 Docket # FAA-2010-1243 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-8564.htm

Effective 05/26/2011. This AD requires installing a full authority digital engine control (FADEC) backup battery, replacing the supplement pilot's operating handbook and FAA approved airplane flight manual, and replacing the FADEC backup battery every 12 calendar months.

AD: Airbus Model A310 Series Airplanes; and Model A300 B4-600, A300 B4-600R, A300 F4-600R Series Airplanes, and Model A300 C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

04/21/2011 Docket # FAA-2010-0803 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-8279.htm

Effective 05/26/2011. This AD requires measuring the thickness of the Trimmable Horizontal Stabilizer Actuators (THSA) upper attachment gimbal. If the measurement falls within a certain range, it requires repetitive general visual inspections to determine if the THSA upper attachment secondary load path is engaged.

AD: The Boeing Company Model 777-200, -300, and -300ER Series Airplanes

04/21/2011 Docket # FAA-2010-1271 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-9283.htm

Effective 05/26/2011. This AD requires installing an auto shutoff feature for the center override/jettison fuel pumps, and installing power control circuitry for the center override/jettison and main jettison fuel pumps. It also requires installing new software in the electrical load management system (ELMS) electronics units in certain power management panels; installing airplane information management system 2 (AIMS-2) software in the AIMS-2 hardware; and making certain wiring changes.

AD: Airbus Model A340-541 and -642 Airplanes

04/21/2011 Docket # FAA-2011-0310 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-9277.htm

Effective 05/06/2011. Comments due 06/06/2011. This AD requires a tap test and detailed inspection or a thermography inspection of the affected inner aileron panels at the left and right wings. If any de-validated structural repair manual (SRM) repairs are found, it then mandates their repair and prohibits the installation of any inner aileron panel having a de-validated SRM repair.

AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model 382, 382B, 382E, 382F, and 382G Airplanes

04/21/2011 Docket # FAA-2010-0233 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-9285.htm

Effective 05/26/2011. This AD requires repetitive eddy current inspections to detect cracks in the center wing upper and lower rainbow fittings, and corrective actions if necessary; and repetitive replacements of rainbow fittings.

AD: Pacific Aerospace Limited Model 750XL Airplanes

04/21/2011 Docket # FAA-2011-0379 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-9429.htm

Effective 05/02/2011. Comments due 06/06/2011. This AD requires inspecting the left-hand (LH) and right-hand (RH) rudder pedal assemblies for cracks and incorporating a modification repair scheme if any cracks are found.

AD: Airbus Model A330-300, A340-200, and A340-300 Series Airplanes

04/21/2011 Docket # FAA- 2010-1309 http://www.gpo.gov/fdsys/pkg/FR-2011-04-21/html/2011-8668.htm

Effective 05/26/2011. This AD requires a vacuum loss inspection to detect defects, including de-bonding between the skin and honeycomb core of the rudder. It also requires repetitive elasticity laminate checker inspections to detect defects, including de-bonding between the skin and honeycomb core of the rudder.

AD: DG Flugzeugbau GmbH Glaser-Dirks Model DG-808C Gliders

04/26/2011 Docket # FAA-2011-0409 http://www.gpo.gov/fdsys/pkg/FR-2011-04-26/html/2011-10006.htm

Effective 05/02/2011. Comments due 06/10/2011. This AD requires inspecting the landing gear control bellcrank bolt for proper installation, and repairs as necessary.

Your Two Cents—April 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

NPRM AD: Airworthiness Directives; The Boeing Company Model 767 Airplanes

04/05/2011 Docket # FAA-2009-1221 http://www.gpo.gov/fdsys/pkg/FR-2011-04-05/html/2011-8066.htm

Comments due 05/02/2011. This proposed AD provides an alternative location for the installation of new panel assemblies for airplanes that have the optional water system drain plumbing and changing the interconnecting wiring between the P141 panel and the P36 and P37 panels.

Special Conditions: Turbomeca Arriel 2D Turboshaft Engine

04/05/2011 Docket # NE132 http://www.gpo.gov/fdsys/pkg/FR-2011-04-01/html/2011-7598.htm

Comments due 05/02/2011. This proposed special condition would provide safety standards for hovering at increased power for search and rescue missions.

NPRM AD: Burl A. Rogers (Type Certificate Previously Held by William Brad Mitchell and Aeronca, Inc.) Models 15AC and S15AC Airplanes

04/04/2011 Docket # FAA-2011-0318 http://www.gpo.gov/fdsys/pkg/FR-2011-04-04/html/2011-7878.htm

Comments due 05/19/2011. This proposed AD would require repetitive inspections of the upper and lower main wing spar cap angles for cracks and/or corrosion and installing inspection access panels. It would also require replacing the wing spar cap angles if moderate or severe corrosion is found and applying corrosion inhibitor.

NPRM AD: Airworthiness Directives; Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701 & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

04/06/2011 Docket # FAA-2010-0515 http://www.gpo.gov/fdsys/pkg/FR-2011-04-06/html/2011-8197.htm

Comments due 05/23/2011. This proposed AD would require inspection, repair, and reinforcement of the joint extrusions securing the outer bondment to the acoustic panel of the nacelle transcowl assemblies.

NPRM AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

04/06/2011 Docket # FAA-2011-0264 http://www.gpo.gov/fdsys/pkg/FR-2011-04-06/html/2011-8198.htm

Comments due 05/23/2011. This proposed AD would require removal and replacement of certain type P-clips used in the wing and center fuel tanks to retain wiring and pipes. It also would require checking the electrical bonding points in the center tank and installing additional bonding leads and electrical bonding points in the wing and center fuel tanks.

NPRM AD: Costruzioni Aeronautiche Tecnam srl Model P2006T Airplanes

04/06/2011 Docket # FAA-2011-0326 http://www.gpo.gov/fdsys/pkg/FR-2011-04-06/html/2011-8070.htm

Comments due 05/23/2011. This proposed AD would require modifying each nose and main landing gear hydraulic actuator.

NPRM AD: The Boeing Company Model 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 Airplanes

04/07/2011 Docket # FAA-2011-0303 http://www.gpo.gov/fdsys/pkg/FR-2011-04-07/html/2011-8276.htm

Comments due 05/23/2011. This proposed AD would require installation of dual pane No. 2 and 3 windows.

NPRM AD: The Boeing Company Model 757 Airplanes

04/08/2011 Docket # FAA- 2011-0304 http://www.gpo.gov/fdsys/pkg/FR-2011-04-08/html/2011-8407.htm

Comments due 05/23/2011. This proposed AD would require revising the airworthiness limitations sections of the instructions for continued airworthiness for fuel systems to require certain repetitive inspections and repairs.

NPRM AD: Airbus Model A320-214, -232, and -233 Airplanes

04/08/2011 Docket # FAA- 2011-0305 http://www.gpo.gov/fdsys/pkg/FR-2011-04-08/html/2011-8409.htm

Comments due 05/23/2011. This proposed AD would require modifications of the electrical installation of the elevator aileron computer and trimmable horizontal stabilizer motor 1 power supply.

NPRM AD: BAE SYSTEMS (Operations) Limited Model 4101 Airplanes

04/08/2011 Docket # FAA- 2011-0306 http://www.gpo.gov/fdsys/pkg/FR-2011-04-08/html/2011-8410.htm

Comments due 05/23/2011. This proposed AD would require revisions to the Airworthiness Limitations Section (AWL) of Instructions for Continued Airworthiness and revisions to the maintenance program.

NPRM AD: Saab AB, Saab Aerosystems Model SAAB 2000 Airplanes

04/08/2011 Docket # FAA- 2011-0307 http://www.gpo.gov/fdsys/pkg/FR-2011-04-08/html/2011-8412.htm

Comments due 05/23/2011. This proposed AD would require a detailed inspection for any loose top bolt and nut of the shock strut actuator mounting bracket of both the left-hand and right-hand main landing gear.

NPRM AD: 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 and -300 Airplanes

04/08/2011 Docket # FAA- 2011-0308 http://www.gpo.gov/fdsys/pkg/FR-2011-04-08/html/2011-8414.htm

Comments due 05/23/2011. This proposed AD would require a detailed inspection to determine if the fixation brackets for the rudder spring tabs and trim tabs are installed correctly and corrective actions as necessary.

NPRM AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes); and Model A310 Series Airplanes

04/08/2011 Docket # FAA- 2011-0309 http://www.gpo.gov/fdsys/pkg/FR-2011-04-08/html/2011-8416.htm

Comments due 05/23/2011. This proposed AD would require installing three retention plates on the trimmable horizontal stabilizer actuator upper primary attachment.

NPRM AD: Univair Aircraft Corporation Models (ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10 Airplanes

04/14/2011 Docket # FAA-2011-0360 http://www.gpo.gov/fdsys/pkg/FR-2011-04-14/html/2011-9091.htm

Comments due 05/31/2011. This proposed AD would add airplanes to the applicability section and require inspections of the aileron balance assembly and aileron rigging for looseness or wear with a required repair or replacement of parts as necessary, and a reporting of the inspection results.

Proposed Airworthiness Directive Legal Interpretation

04/14/2011 Docket # FAA-2010-1167 http://www.gpo.gov/fdsys/pkg/FR-2011-04-14/html/2011-8972.htm

Comments due 05/16/2011. The Federal Aviation Administration is considering issuing a legal interpretation on various provisions in the regulations applicable to airworthiness directives.

NPRM AD: Airworthiness Directives; Dowty Propellers Type R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13 Propeller Assemblies

04/18/2011 Docket # FAA-2010-1270 http://www.gpo.gov/fdsys/pkg/FR-2011-04-18/html/2011-9258.htm

Comments due 06/02/2011. This proposed AD would require an initial and repetitive ultrasonic inspection of the rear wall of the rear half of the propeller hub for cracks.

NPRM AD: The Boeing Company Model 737 Airplanes

04/19/2011 Docket # FAA-2008-0415 http://www.gpo.gov/fdsys/pkg/FR-2011-04-19/html/2011-9410.htm

Comments due 05/16/2011. Comments due 05/16/2011. This AD would revise an earlier AD by reopening the comment period and adding aircraft to the applicability. It would require repetitive inspections, lubrications, and repetitive repairs/overhauls of the ball nut and ballscrew and attachment (Gimbal) fittings for the trim actuator of the horizontal stabilizer; various installation(s); and corrective actions if necessary.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

04/19/2011 Docket # FAA-2011-0381 http://www.gpo.gov/fdsys/pkg/FR-2011-04-19/html/2011-9408.htm

Comments due 06/03/2011. This AD would require revising the maintenance program by incorporating Task 320100-213 as specified in Bombardier Temporary Revision MRB-45, dated October 6, 2009, to Section 1-32, Systems/Powerplant Maintenance Program, of Part 1 of the Maintenance Review Board Report of the Bombardier Q400 Dash 8 Maintenance Requirements Manual.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-135ER, -135KE, -135KL, and -135LR Airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145MP, and -145EP Airplanes

04/19/2011 Docket # FAA-2011-0312 http://www.gpo.gov/fdsys/pkg/FR-2011-04-19/html/2011-9409.htm

Comments due 06/03/2011. This AD would require initial and repetitive detailed inspection for cracking of the rearward and forward face of the auxiliary power unit (APU) firewall, including its attachment to the fuselage and making repairs as necessary. Replacing APUs with certain part numbers would terminate the repetitive inspection requirements.

NPRM AD: The Boeing Company Model 757 Airplanes, and Model 767-200, 767-300, and 767-300F Series Airplanes

04/20/2011 Docket # FAA-2011-0382 http://www.gpo.gov/fdsys/pkg/FR-2011-04-20/html/2011-9524.htm

Comments due 06/06/2011. This proposed AD would require installing new operating program software (OPS) (Version 7) of the engine indication and crew alerting system (EICAS) in the EICAS computers. This proposed AD would also require various concurrent actions, depending on the airplane configuration, including installing a certain EICAS OPS version, making wiring changes, replacing the audio accessory unit, replacing certain handsets and EICAS computers, changing EICAS computer connector keying, and loading Operational Program Configuration (OPC) software.

NPRM AD: The Boeing Company Model 737-700 Series Airplanes

04/25/2011 Docket # FAA- 2011-0384 http://www.gpo.gov/fdsys/pkg/FR-2011-04-25/html/2011-9894.htm

Comments due 06/09/2011. This proposed AD would require, for certain airplanes, replacing the seat track pivot link assemblies, seat track sections, and floor panels. For certain airplanes, it would also require moving certain rows of passenger seats, and for other airplanes, inspecting certain areas of the seat tracks for damage and corrective actions if necessary, and moving certain rows of passenger seats.

NPRM AD: Sicma Aero Seat 88xx, 89xx, 90xx, 91xx, 92xx, 93xx, 95xx, and 96xx Series Passenger Seat Assemblies, Installed on Various Transport Category Airplanes

04/25/2011 Docket # FAA- 2010-0040 http://www.gpo.gov/fdsys/pkg/FR-2011-04-25/html/2011-9942.htm

Comments due 06/09/2011. This proposed AD would require a general visual inspection of certain backrest links, and if cracking is found, replacing both backrest links of the affected seat with new, improved backrest links. If no cracking is found, replace the links within the specified period.

NPRM AD: Airbus Model A330-200, A330-300, A340-300, A340-500, and A340-600 Series Airplanes

04/26/2011 Docket # FAA-2011-0385 http://www.gpo.gov/fdsys/pkg/FR-2011-04-26/html/2011-10007.htm

Comments due 06/10/2011. This proposed AD would prohibit dispatch with the flight control primary computer (FCPC) 3 “PRIM 3” inoperative and requires a notice to that effect be placed in the airplane flight manual.

NPRM AD: Burl A. Rogers (Type Certificate Previously Held by William Brad Mitchell and Aeronca, Inc.) Models 15AC and S15AC Airplanes, extension of comment period

04/29/2011 Docket # FAA-2011-0318 http://www.gpo.gov/fdsys/pkg/FR-2011-04-29/html/2011-10383.htm

Comments due 07/03/2011. This document extends the period for public comment on this NPRM. The proposed AD would require repetitive inspections of the upper and lower main wing spar cap angles for cracks and/or corrosion and installing inspection access panels. The proposed AD would also require replacing the wing spar cap angles if moderate or severe corrosion is found and applying corrosion inhibitor.

NPRM AD: Hawker Beechcraft Corporation Models B300 and B300C (C-12W) Airplanes

04/29/2011 Docket # FAA-2011-0436 http://www.gpo.gov/fdsys/pkg/FR-2011-04-29/html/2011-10387.htm

Comments due 06/13/2011. This proposed AD would require inserting an update to the performance charts in the FAA-approved airplane flight manual and the pilot's operating handbook.

Final Documents—March 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: Sikorsky Aircraft Corporation Model S-76A, S-76B, and S-76C Helicopters Modified by Supplemental Type Certificate SR09211RC

03/01/2011 Docket # FAA-2011-0099 http://www.gpo.gov/fdsys/pkg/FR-2011-03-01/html/2011-4477.htm

Effective 05/02/2011. This proposed AD would require removing and replacing the pilot or co-pilot life raft deployment handle (handle) located on the left side of the "broom closet" of the helicopter.

AD: Allied Ag Cat Productions, Inc. Models G-164, G-164A, G-164B, G-164B With 73" Wing Gap, G-164B-15T, G-164B-34T, G-164B-20T, G-164C, G-164D, and G-164D With 73" Wing Gap

03/02/2011 Docket # FAA-2011-0149 http://www.gpo.gov/fdsys/pkg/FR-2011-03-02/html/2011-4160.htm

Effective 03/17/2011. Comments due 04/18/2011. This AD changes the compliance time for certain products requiring repetitive inspections of the interior and exterior main tubular spar of the rudder assembly for corrosion and corrective actions and protective measures. and changes the compliance time for certain products

AD: Turbomeca Model Arriel 1E2, 1S, and 1S1 Turboshaft Engines

03/04/2011 Docket # FAA- 2011-0141 http://www.gpo.gov/fdsys/pkg/FR-2011-03-04/html/2011-4832.htm

Effective 04/05/2011. This AD requires inspecting the fuel ejector in the body of the fuel ejector assembly for proper installation within a specified compliance timeframe and replacing any improperly installed fuel ejector assemblies with a serviceable assembly.

AD: Rolls-Royce plc RB211-Trent 768, 772, and 772B Turbofan Engines

03/07/2011 Docket # FAA-2010-0960 http://www.gpo.gov/fdsys/pkg/FR-2011-03-07/html/2011-4831.htm

Effective 04/11/2011. This rescinds an existing duplicative AD requiring an inspection of the engine thrust reverser hinge lugs and attachment ribs.

Special Conditions: Bell Helicopter Textron Canada Limited Model 206B and 206L Series Helicopters, § 27.1309, Installation of a Hoh Aeronautics, Inc. Autopilot/Stabilization Augmentation System (AP/SAS

03/07/2011 Docket # SW024 http://www.gpo.gov/fdsys/pkg/FR-2011-03-07/html/2011-5103.htm

Effective 02/25/2011. Comments due 05/06/2011. These special conditions require that the AP/SAS installed on a Bell model 206B or 206L series helicopter meet the requirements to adequately address the failure effects identified by the FHA, and subsequently verified by the SSA, within the defined design integrity requirements.

AD: Various Transport Category Airplanes Equipped With Chemical Oxygen Generators Installed in a Lavatory

03/08/2011 Docket # FAA-2011-0157 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5292.htm

Effective 03/14/2011. Comments due 04/22/2011. This AD requires modifying the chemical oxygen generators in the lavatory.

AD: Lavatory Oxygen Systems; interim final rule

03/08/2011 Docket # FAA-2011-0186 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5325.htm

Effective 03/08/2011. Comments due 05/09/2011. This action temporarily authorizes variances from existing standards related to the provisioning of supplemental oxygen inside lavatories. This action is necessitated by other mandatory actions that temporarily render such oxygen systems inoperative.

Antidrug and Alcohol Misuse Prevention Programs for Personnel Engaged in Specified Aviation Activities

03/08/2011 Docket # FAA-2002-11301 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5257.htm

Comments due 05/09/2011. This document announces the completion and availability of a supplemental regulatory flexibility determination for a previously published final rule. That final rule amended the FAA regulations governing drug and alcohol testing to clarify that each person who performs a safety-sensitive function for a regulated employer by contract, including by subcontract at any tier, is subject to testing.

AD: APEX Aircraft Model CAP 10 B Airplanes

03/09/2011 Docket # FAA-2010-1296 http://www.gpo.gov/fdsys/pkg/FR-2011-03-09/html/2011-5101.htm

Effective 04135/2011. This AD requires repetitive inspections to verify the correct installation of the turnbuckles of the flight control cables.

AD: Bell Helicopter Textron Canada Limited (BHTC) Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 Helicopters

03/10/2011 Docket # FAA-2011-0079 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-4465.htm

Effective 03/25/2011. Comments due 05/09/2011. This AD requires replace affected blades with an airworthy blade.

AD: Bell Helicopter Textron Canada Limited Model 427 Helicopters

03/10/2011 Docket # FAA-2010-0866 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-4468.htm

Effective 04/14/2011. This AD requires inspecting both sides of the hanger bracket for cracks. If no cracks are found, it requires reworking the bracket. If cracks are found, it requires replacing the bracket.

AD: EUROCOPTER FRANCE Model SA330F, SA330G, and SA330J Helicopters

03/10/2011 Docket # FAA-2010-0891 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-4466.htm

Effective 04/14/2011. This AD requires a one-time functional test and modification of the pedal unit adjustment system.

AD: Eurocopter France Model AS-365N2, AS 365 N3, and SA-365N1 Helicopters

03/10/2011 Docket # FAA-2010-0781 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-4467.htm

Effective 04/14/2011. This AD requires replacing the aluminum tail rotor (T/R) blade pitch control shaft with a steel T/R blade pitch control shaft.

AD: The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP Series Airplanes

03/10/2011 Docket # FAA-2010-0679 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5117.htm

Effective 04/14/2011. AD requires additional inspections of airplanes that have hi-lok bolts and collars at all of the Group B fastener locations, except fastener 13, and related investigative and corrective actions. It also requires repetitive inspections of the internal angle, and corrective actions if necessary. For certain airplanes, it requires replacing the fasteners, which terminates certain repetitive inspections.

AD: BAE Systems (Operations) Limited Model ATP Airplanes; BAE Systems (Operations) Limited Model HS 748 Airplanes

03/10/2011 Docket # FAA-2011-0150 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5115.htm

Effective 03/25/2011. Comments due 04/25/2011. This AD requires a detailed inspection of the aileron and rudder tab piano hinge pins.

AD: Saab AB, Saab Aerosystems Model SAAB 2000 Airplanes

03/10/2011 Docket # FAA-2010-1198 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5116.htm

Effective 04/14/2011. This AD requires a detailed visual inspection for corrosion of the left-hand and right-hand horizontal stabilizers. It also requires a detailed visual inspection for chafing or damage on the harness installed in the adjacent area, and installing convoluted tubing on the harness.

AD: The Boeing Company Model 777-200, -200LR, -300, and -300ER Series Airplanes

03/10/2011 Docket # FAA-2010-1156 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5086.htm

Effective 04/14/2011. This AD requires repetitive detailed inspections for disbonding and tearing and measurements for wear of the internal diameter of the Karon-lined bushings of the bulkhead support jackscrew fitting and of the jackscrew fitting of the horizontal stabilizer; and reinstallation of the horizontal stabilizer trim actuator.

AD: Airbus Model A330-243F Airplanes

03/10/2011 Docket # FAA-2010-0156 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5293.htm

Effective 03/25/2011. Comments due 04/25/2011. This AD prohibits dispatch of an airplane with any inoperative main fuel pump. It also requires revision of the limitations section of the airplane flight manual.

AD: Eclipse Aerospace, Inc. Model EA500 Airplanes Equipped With a Pratt and Whitney Canada, Corp. (PWC) PW610F-A Engine

03/10/2011 Docket # FAA-2010-0199 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5296.htm

Effective 03/21/2011. Comments due 04/25/2011. This AD requires incorporation of operating limitations of a maximum operating altitude of 30,000 feet into Section 2, Limitations, of the airplane flight manual.

AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

03/10/2011 Docket # FAA-2010-0154 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5085.htm

Effective 03/25/2011. Comments due 04/25/2011. This AD requires repetitive detailed inspections for proper operation of the main landing gear (MLG) alternate extension system (AES) cam mechanism and repairs as necessary.

AD: General Electric Company CF6-45 and CF6-50 Series Turbofan Engines

03/18/2011 Docket # FAA-2006-24145 http://www.gpo.gov/fdsys/pkg/FR-2011-03-18/html/2011-6300.htm

Effective 4/11/2011. This AD adds certain new forward and aft centerbody part numbers to the list requiring replacement of the long fixed core exhaust nozzle assembly.

AD: Rolls-Royce plc (RR) RB211-Trent 900 Series Turbofan Engines

03/18/2011 Docket # FAA-2011-0176 http://www.gpo.gov/fdsys/pkg/FR-2011-03-18/html/2011-6154.htm

Effective 4/04/2011. Comments due 4/18/2011. This AD requires a modification of the Engine Electronic Controller (EEC) software.

Operations Specifications: Operations Specifications; Correction

03/21/2011 Docket # FAA-2009-0140 http://www.gpo.gov/fdsys/pkg/FR-2011-03-21/html/2011-6489.htm

Effective 04/11/2011. The FAA is correcting a final rule published on February 10, 2011 (76 FR 7482). In that rule, the FAA amended its regulations to clarify and standardize the rules for applications by foreign air carriers and foreign persons for part 129 operations specifications and establish new standards for amendment, suspension, and termination of those operations specifications. This document corrects errors in the codified text of that document.

AD: The Boeing Company Model MD-90-30 Airplanes

03/22/2011 Docket # FAA-2010-1202 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6249.htm

Effective 04/26/2011. This AD requires repetitive inspections for cracking of the left and right upper center skin panels of the horizontal stabilizer.

AD: Eurocopter France (Eurocopter) Model EC130 B4 Helicopters

03/22/2011 Docket # FAA-2011-0212 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6212.htm

Effective 04/06/2011. Comments due 05/23/2011. This AD requires identifying, inspecting, and modifying emergency flotation gear unit 1G.

AD: Airbus Model A310 Series Airplanes, and Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

03/22/2011 Docket # FAA-2010-1162 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-5938.htm

Effective 04/26/2011. This AD requires deactivating the electrical supply of SOGERMA 2510112 series pilot seats and SOGERMA 2510113 series co-pilot seats and installing an enlarged shim for the horizontal switch actuation on each affected seat. It also prohibits future installation of non-modified seats.

AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

03/22/2011 Docket # FAA-2009-1253 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-5301.htm

Effective 04/26/2011. This AD requires replacing the hardware of the downstop assembly with new hardware of the downstop assembly, doing a detailed inspection or a borescope inspection of the slat cans on each wing and the lower rail of the slat main tracks for debris, replacing the bolts of the aft side guide with new bolts, and removing any debris found in the slat can.

AD: The Boeing Company Model 747 Airplanes

03/22/2011 Docket # FAA-2008-0090 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-5172.htm

Effective 04/26/2011. This AD requires measuring the electrical bond resistance between the motor operated valve (MOV) actuators and airplane structure for the main, center, auxiliary, and horizontal stabilizer fuel tanks. It also requires revising the maintenance program and replacing production-installed laminate phenolic spacers with metallic spacers between the fuel jettison MOV and the airplane structure.

AD: Reims Aviation S.A. Model F406 Airplanes

03/22/2011 Docket # FAA-2011-0058 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6371.htm

Effective 04/26/2011. This AD requires repetitive inspections of the rudder pulley brackets until a modified pulley bracket is installed. If any cracking is found, then a modified pulley bracket must be installed before further flight.

AD: -N Group Ltd. Model BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R Airplanes

03/22/2011 Docket # FAA-2010-1255 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-5454.htm

Effective 04/26/2011. This AD requires a visual inspection for deformation of shape and signs of concavity the elevator tip assemblies (top and bottom surfaces) and mandates replacement or repetitive inspections as necessary.

AD: -Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) Airplanes, CL-600-2C10 (Regional Jet Series 700, 701, & 702) Airplanes, CL-600-2D15 (Regional Jet Series 705) Airplanes, and CL-600-2D24 (Regional Jet Series 900) Airplanes

03/22/2011 Docket # FAA-2010-0703 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-5771.htm

Effective 04/26/2011. This AD requires modifying the air-driven generator.

Special Conditions: -Boeing 747-468, Installation of a Medical Lift

03/22/2011 Docket # M428 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6618.htm

Effective 3/22/2011. This special condition sets forth requirements for the installation of a medical lift between the main and upper deck in the opening formerly occupied by the stairs.

Policy Statement: Moratorium on New Exemptions for Passenger Carrying Operations Conducted for Compensation and Hire in Other Than Standard Category Aircraft

03/23/2011 FR Doc No: 2011-6712 http://www.gpo.gov/fdsys/pkg/FR-2011-03-23/html/2011-6712.htm

Effective 03/23/2011. This document announces a temporary moratorium on new requests, or changes to exemptions from certain sections of Title 14, Code of Federal Regulations (14 CFR) for the purpose of carrying passengers for compensation or hire on Living History Flight Experiences.

AD: Pratt & Whitney JT8D-209, -217, -217A, -217C, and -219 Series Turbofan Engines

03/24/2011 Docket # FAA-2010-0452 http://www.gpo.gov/fdsys/pkg/FR-2011-03-24/html/2011-6719.htm

Effective 04/28/2011. This proposed AD would require replacement of the low-pressure turbine-to-exhaust case bolts with longer bolts made of Tinidur material and installation of crushable sleeve spacers on the bolts.

Special Conditions: Special Conditions: Gulfstream Model GVI Airplane; High Incidence Protection

03/28/2011 Docket No. NM438 http://www.gpo.gov/fdsys/pkg/FR-2011-03-28/html/2011-7144.htm

Effective 04/27/2011. This special condition will establish a level of safety equivalent to the current regulations for reference stall speeds, stall warning, stall characteristics, and miscellaneous other minimum reference speeds.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Reduction of Fuel Tank Flammability on Transport Category Airplanes

03/28/2011 FR Doc No: 2011-7178 http://www.gpo.gov/fdsys/pkg/FR-2011-03-28/html/2011-7178.htm

Comments due 05/27/2011. This notice invites public comments about the FAA's intention to request the Office of Management and Budget (OMB) approval to renew an information collection. The FAA's Fuel Tank Flammability Safety rulemaking requires manufacturers to provide a report to the FAA every six months for up to 5 years after the flammability reduction system is incorporated into the fleet. The data collection is needed to assure system performance meets that predicted at the time of certification.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: SWIFT Customer Satisfaction Survey

03/28/2011 FR Doc No: 2011-7177 http://www.gpo.gov/fdsys/pkg/FR-2011-03-28/html/2011-7177.htm

Comments due 05/27/2011. This notice invites public comments about the FAA's intention to request the Office of Management and Budget (OMB) approval to renew an information collection. This collection of information is necessary to determine how satisfied applicants are with the automated staffing solution. The information enables the FAA to improve and enhance its automated staffing process.

Notice: Agency Information Collection Activities: Proposed Collection; Comment Request; Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery

03/28/2011 FR Doc No: 2011-7179 http://www.gpo.gov/fdsys/pkg/FR-2011-03-28/html/2011-7179.htm

Comments due 04/27/2011. This notice invites public comments about the FAA's intention to request the Office of Management and Budget (OMB) approval to renew an information collection. As part of a Federal Government-wide effort to streamline the process to seek feedback from the public on service delivery, FAA has submitted a Generic Information Collection Request (Generic ICR): "Generic Clearance for the Collection of Qualitative Feedback on Agency Service Delivery"

New Task Assignment: Aviation Rulemaking Advisory Committee; Transport Airplane and Engine Issues-New Task

03/28/2011 FR Doc No: 2011-7180 http://www.gpo.gov/fdsys/pkg/FR-2011-03-28/html/2011-7180.htm

The FAA assigned ARAC a new task to consider whether changes to part 25 are necessary to address rudder pedal sensitivity and rudder reversals. This notice is to inform the public of this ARAC activity.

Special Conditions: Embraer S.A.; Model EMB 500; Single-Place Side-Facing Seat Dynamic Test Requirements

03/29/2011 Docket # CE311 http://www.gpo.gov/fdsys/pkg/FR-2011-03-29/html/2011-7307.htm

Effective 03/22/2011. Comments due 4/28/2011. This Special Condition outlines the requirements for installation of a single-place side-facing lavatory seat.

Special Conditions: Boeing Model 747-2G4B Airplane; Certification of Cooktops

03/29/2011 Docket # NM452 http://www.gpo.gov/fdsys/pkg/FR-2011-03-29/html/2011-7343.htm

Effective 03/22/2011. Comments due 4/28/2011. These special conditions apply to cooktops with electrically powered burners and provide a level of safety that is consistent with that on similar airplanes without cooktops.

Aviation Communications, Final Rule

03/29/2011 WT Docket No. 01-289 http://www.gpo.gov/fdsys/pkg/FR-2011-03-29/html/2011-4003.htm

Effective 05/31/2011. In this document, the FCC addresses a number of important issues pertaining to the Aviation Radio Services, amending its rules in the interest of accommodating the communications needs of the aviation community to the greatest possible extent, and ensuring that aeronautical spectrum is used efficiently to enhance the safety of flight.

Aviation Communications, Final Rule, suspension of effectiveness

03/29/2011 WT Docket No. 01-289 http://www.gpo.gov/fdsys/pkg/FR-2011-03-29/html/2011-4007.htm

Effective 05/31/2011. In this document, the FCC stays indefinitely a rule that rule prohibits the certification, manufacture, importation, sale, or continued use of 121.5 MHz emergency locator transmitters (ELTs).

AD: Thielert Aircraft Engines GmbH Models TAE 125-01, TAE 125-02-99, and TAE 125-02-114 Reciprocating Engines

03/31/2011 Docket # FAA-2010-0820 http://www.gpo.gov/fdsys/pkg/FR-2011-03-31/html/2011-7293.htm

Effective 05/05/2011. This AD Requires installing full-authority digital electronic control (FADEC) software version 2.91.

AD: Bombardier, Inc. Model BD-100-1A10 (Challenger 300) Airplanes

03/31/2011 Docket # FAA-2010-1200 http://www.gpo.gov/fdsys/pkg/FR-2011-03-31/html/2011-7296.htm

Effective 05/05/2011. This AD Requires revising the Airworthiness Limitations section of the Instructions for Continued Airworthiness. It also requires a detailed visual inspection of the safety valves and surrounding areas for discrepant material and a detailed visual inspection for contamination in the safety valve pressure ports.

Your Two Cents—March 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

Notice: Notice of Intent To Review Structure of the Aviation Rulemaking Advisory Committee

03/02/2011 Docket # FAA-2011-0146 http://www.gpo.gov/fdsys/pkg/FR-2011-03-03/html/2011-4749.htm

Comments due 04/04/2011. This notice informs the public of FAA's intent to restructure the Aviation Rulemaking Advisory Committee and invites the public to provide any ideas or thoughts it may have on this matter.

Safety Management System for Certificated Airports; Extension of Comment Period

03/07/2011 Docket # FAA-2010-0997 http://www.gpo.gov/fdsys/pkg/FR-2011-03-07/html/2011-5187.htm

Comments due 07/05/2011. This action extends the comment period and establishes a procedure for handling clarifying questions to the proposed rule requiring each certificate holder to establish a safety management system (SMS) for its entire airfield environment (including movement and non-movement areas) to improve safety at airports hosting air carrier operations.

NPRM AD: The Boeing Company Model 777-200 and -300 Series Airplanes

03/08/2011 Docket # FAA-2011-0153 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5158.htm

Comments due 04/22/2011. This proposed AD would require removing the electrical system control panel, changing the wiring, installing a new electrical power control panel, and installing new operational software for the electrical load management system and configuration database.

NPRM AD: Diamond Aircraft Industries GmbH Models DA 42, DA 42 NG, and DA 42 M-NG Airplanes

03/08/2011 Docket # FAA-2011-0185 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5176.htm

Comments due 04/22/2011. This proposed AD would require amendment of the Airplane Flight Manual procedures for flight with the door unlocked/open, and replacement of the passenger door-retaining bracket with an improved part.

NPRM AD: The Boeing Company 737-200, -200C, -300, -400, and -500 Series Airplanes

03/08/2011 Docket # FAA-2011-0155 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5159.htm

Comments due 04/22/2011. This proposed AD would add new inspections for cracking of the fuselage skin along certain chem-milled lines, and corrective actions if necessary. It would also reduce certain thresholds and intervals already required.

NPRM AD: Dassault-Aviation Model FALCON 7X Airplanes

03/08/2011 Docket # FAA-2011-0152 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5165.htm

Comments due 04/22/2011. This proposed AD would require general visual inspections for damage of wiring bundles and feeders and repairs and modifications as necessary.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

03/08/2011 Docket # FAA-2011-0151 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5161.htm

Comments due 04/22/2011. This proposed AD would update service information, limit affected airplanes, and revise compliance times for a general visual inspection of main landing gear (MLG) system, and corrective actions

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, and -900 Series Airplanes

03/08/2011 Docket # FAA-2007-28661 http://www.gpo.gov/fdsys/pkg/FR-2011-03-08/html/2011-5156.htm

Comments due 04/04/2011. This proposed AD would revise and existing NPRM AD that requires installation of a secondary control relay for the electrical control circuit of each of the two center tank fuel boost pumps. This revision adds airplanes and additional operational testing of the automatic shutoff system for certain airplanes; removes the requirement for incorporating airworthiness limitations (AWL) No. 28-AWL-19 into the AWL section of the instructions for continued airworthiness; and adds an option of installation and maintenance of universal fault interrupters using a certain supplemental type certificate

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Reporting of Information Using Special Airworthiness Information Bulletin

03/10/2011 FR Doc No: 2011-5465 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5465.htm

Comments due 05/09/2011. The FAA invites public comments about its intention to request Office of Management and Budget approval to renew information collection through Special Airworthiness Information Bulletins.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Office of Dispute Resolution Procedures for Protests and Contract Disputes

03/10/2011 FR Doc No: 2011-5467 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5467.htm

Comments due 05/09/2011. The FAA invites public comments about its intention to request Office of Management and Budget approval to renew information collection through solicitation protests and contract claims in the FAA's Office of Dispute Resolution for Acquisition.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Agricultural Aircraft Operator Certificate Application

03/10/2011 FR Doc No: 2011-5490 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5490.htm

Comments due 05/09/2011. The FAA invites public comments about its intention to request Office of Management and Budget approval to renew information collection through established standards for the certification of agricultural aircraft.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Implementation to the Equal Access to Justice Act

03/10/2011 FR Doc No: 2011-5470 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5470.htm

Comments due 05/09/2011. The FAA invites public comments about its intention to request Office of Management and Budget approval to renew information collection of needed information to determine an applicant's eligibility for an award of attorney's fees and other expenses under the Equal Access to Justice Act.

Notice: Agency Information Collection Activities: Requests for Comments; Clearance of Renewed Approval of Information Collection: Certificated Training Centers

03/10/2011 FR Doc No: 2011-5468 http://www.gpo.gov/fdsys/pkg/FR-2011-03-10/html/2011-5468.htm

Comments due 05/09/2011. The FAA invites public comments about its intention to request Office of Management and Budget approval to renew information collection to determine a training center's ability to maintain records of student's training, employee qualification and training, and training program approvals.

NPRM AD: The Boeing Company Model 767-200, -300, -300F, and -400ER Series Airplanes

03/14/2011 Docket # FAA-2011-0158 http://www.gpo.gov/fdsys/pkg/FR-2011-03-14/html/2011-5721.htm

Comments due 04/28/2011. This proposed AD would require inspection of certain motor operated valve actuators for the fuel tanks and related corrective actions, as necessary.

NPRM AD: Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

03/14/2011 Docket # FAA-2011-0159 http://www.gpo.gov/fdsys/pkg/FR-2011-03-14/html/2011-5722.htm

Comments due 04/28/2011. This proposed AD would require replacement of the Horizontal Stabilizer Trim Actuator (HSTA) with a modified HSTA.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 190 Airplanes

03/14/2011 Docket # FAA-2011-0216 http://www.gpo.gov/fdsys/pkg/FR-2011-03-14/html/2011-5723.htm

Comments due 04/28/2011. This proposed AD would require replacing pylon shear pins in the rear outboard and inboard shear pin assembly in the right- and left-hand pylons with new parts.

NPRM AD: The Boeing Company Model 757-200, -200CB, and -300 Series Airplanes

03/14/2011 Docket # FAA-2011-0219 http://www.gpo.gov/fdsys/pkg/FR-2011-03-14/html/2011-5724.htm

Comments due 04/28/2011. This proposed AD would require modifying the door latch fittings and witness mark placards of the off-wing escape slide systems; and for certain airplanes, replacing the bearings and lockbase retainer in the door latch assembly, relocating and adjusting of the sensor target and the sensor proximity switch, and testing to ensure positive door locking and corrective action if necessary. For certain airplanes, it would also require installing a bumper assembly and placards.

NPRM AD: The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes

03/14/2011 Docket # FAA-2011-0217 http://www.gpo.gov/fdsys/pkg/FR-2011-03-14/html/2011-5725.htm

Comments due 04/28/2011. This proposed AD would require a detailed inspection to detect distress and existing repairs to the leading edge structure of the vertical stabilizer at the splice at Station Zfs = 52.267; repetitive inspections for cracking in the front spar cap forward flanges of the vertical stabilizer, and either the aft flanges or side skins; repetitive inspections for loose and missing fasteners; and related investigative and corrective actions if necessary.

NPRM AD: The Boeing Company Model MD-90-30 Airplanes

03/14/2011 Docket # FAA-2011-0218 http://www.gpo.gov/fdsys/pkg/FR-2011-03-14/html/2011-5726.htm

Comments due 04/28/2011. This proposed AD would require a detailed inspection to detect distress and existing repairs to the leading edge structure of the vertical stabilizer at the splice at Station Zfs = 52.267; repetitive inspections for cracking in the front spar cap forward flanges of the vertical stabilizer, and either the aft flanges or side skins; repetitive inspections for loose and missing fasteners; and related investigative and corrective actions if necessary.

NPRM AD: Fokker Services B.V. Model F.28 Mark 0070 and 0100 Airplanes

03/15/2011 Docket # FAA-2011-0220 http://www.gpo.gov/fdsys/pkg/FR-2011-03-15/html/2011-5897.htm

Comments due 04/29/2011. The proposed AD would require a general visual inspection of the routing and clamping of the sense line hose and wiring conduit hose to each wing tank overflow valve and modifications and corrections as necessary.

NPRM AD: Dassault-Aviation Model FALCON 7X Airplanes

03/15/2011 Docket # FAA-2011-0222 http://www.gpo.gov/fdsys/pkg/FR-2011-03-15/html/2011-5899.htm

Comments due 04/29/2011. The proposed AD would require revisions to certain operator maintenance documents to include new actions.

NPRM AD: The Boeing Company Model DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, and DC-8-43 Airplanes; DC-8-50 Series Airplanes; DC-8F-54 and DC-8F-55 Airplanes; DC-8-60 Series Airplanes; DC-8-60F Series Airplanes; DC-8-70 Series Airplanes; and DC-8-70F Series Airplanes

03/15/2011 Docket # FAA-2011-0221 http://www.gpo.gov/fdsys/pkg/FR-2011-03-15/html/2011-5898.htm

Comments due 04/29/2011. This proposed AD would require repetitive high frequency eddy current or repetitive low frequency eddy current inspections for cracks on the area around certain fasteners of the access opening doubler on the left and right wing center spar lower cap, and repair, if necessary.

NPRM AD: Diamond Aircraft Industries GmbH Model DA 42 Airplanes

03/16/2011 Docket # FAA-2011-0231 http://www.gpo.gov/fdsys/pkg/FR-2011-03-16/html/2011-6096.htm

Comments due 05/02/2011. The proposed AD would require replacing the main landing gear joint.

NPRM AD: British Aerospace Regional Aircraft Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 Airplanes

03/16/2011 Docket # FAA-2011-0230 http://www.gpo.gov/fdsys/pkg/FR-2011-03-16/html/2011-6097.htm

Comments due 05/02/2011. The proposed AD would require eddy current inspections of all the main landing gear leg pivot beam fastener bores for cracks and replacement as necessary.

Special Conditions: Boeing Model 747-8/-8F Airplanes, Interaction of Systems and Structures

03/16/2011 Docket # NM400 http://www.gpo.gov/fdsys/pkg/FR-2011-03-16/html/2011-6073.htm

Comments due 04/15/2011. The proposed special condition would address particular sustained oscillation characteristics and provide the necessary standards that permit the use of such active flutter control systems.

ANPRM: Safety Management System (SMS); Withdrawal

03/17/2011 Docket # FAA-2009-0671 http://www.gpo.gov/fdsys/pkg/FR-2011-03-17/html/2011-6255.htm

Effective 3/17/2011. The FAA is withdrawing a previously published advance notice of proposed rulemaking (ANPRM) that solicited public comment on a potential rulemaking requiring certain 14 Code of Federal Regulations (CFR) part 21, 119, 121, 125 135, 141, 142, and 145 certificate holders, product manufacturers, applicants, and employers ("product/service providers") to develop a SMS. The FAA is withdrawing the ANPRM because we have issued a notice of proposed rulemaking that would require certificate holders operating under 14 CFR part 121 to develop and implement an SMS.

Special Conditions: Boeing Model 747-8 Series Airplanes; Stairway Between the Main Deck and Upper Deck

03/18/2011 Docket No. NM450 http://www.gpo.gov/fdsys/pkg/FR-2011-03-18/html/2011-6340.htm

Comments due 05/02/2011. This proposed special condition sets forth the requirements for the installation of the stairway between the upper and lower decks.

NPRM AD: Goodrich Evacuation Systems Approved Under Technical Standard Order (TSO) TSO-C69b and Installed on Airbus Model A330-200 and -300 Series Airplanes, Model A340-200 and -300 Series Airplanes, and Model A340-541 and -642 Airplanes

03/21/2011 Docket # FAA-2011-0223 http://www.gpo.gov/fdsys/pkg/FR-2011-03-21/html/2011-6500.htm

Effective 05/05/2011. This proposed AD would require inspecting to determine the part number of the pressure relief valves on the affected Goodrich evacuation systems and replacing certain pressure relief valves.

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

03/22/2011 Docket # FAA-2011-0254 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6613.htm

Comments due 05/06/2011. For certain airplanes, this proposed AD would require a one-time inspection for damage of the hydraulic actuator rod ends and actuator attach fittings on the thrust reversers, and repair or replacement if necessary. For all airplanes, this proposed it would require repetitive inspections for damage of the hydraulic actuator rod ends, attach bolts, and nuts; repetitive inspections for damage of fitting assemblies, wear spacers, and actuator attach fittings on the thrust reverser; repetitive measurements of the wear spacer; and corrective actions if necessary.

NPRM AD: Airbus Model A330-200 and -300 Series Airplanes

03/22/2011 Docket # FAA-2011-0224 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6643.htm

Comments due 05/06/2011. This proposed AD would require the implementation of new or more restrictive maintenance requirements/airworthiness limitations.

NPRM AD: Airbus Model A310 Series Airplanes, and Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

03/22/2011 Docket # FAA-2011-0255 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6614.htm

Comments due 05/06/2011. This proposed AD would require the modification of the electrical installation in the pylon/wing interface.

NPRM AD: Airbus Model A330-200 and -300 Series Airplanes

03/22/2011 Docket # FAA-2011-0225 http://www.gpo.gov/fdsys/pkg/FR-2011-03-22/html/2011-6644.htm

Comments due 05/06/2011. For certain airplanes, this proposed AD would require the implementation of the new or more restrictive maintenance requirements and/or airworthiness limitations.

Moratorium on New Exemptions for Passenger Carrying Operations Conducted for Compensation and Hire in Other Than Standard Category Aircraft

03/23/2011 FR Doc No: 2011-6712 http://www.gpo.gov/fdsys/pkg/FR-2011-03-23/html/2011-6712.htm

Effective 03/23/2011. This document announces a temporary moratorium on new requests, or changes to exemptions from certain sections of Title 14, Code of Federal Regulations for the purpose of carrying passengers for compensation or hire on Living History Flight Experiences.

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

03/24/2011 Docket # FAA-2011-0258 http://www.gpo.gov/fdsys/pkg/FR-2011-03-24/html/2011-6931.htm

Comments due 05/09/2011. This proposed AD would require installing two warning level indicator lights on each of the P1-3 and P3-1 instrument panels in the flight compartment. It would also require revising the airplane flight manual and advising the flightcrew of certain changes.

NPRM AD: Airbus Model A318, A319, A320, and A321 Series Airplanes

03/24/2011 Docket # FAA-2011-0257 http://www.gpo.gov/fdsys/pkg/FR-2011-03-24/html/2011-6932.htm

Comments due 05/09/2011. This proposed AD would require revisions to the Airworthiness Limitations Section and certain operator maintenance documents to include new inspections.

Proposed Special Conditions: Bombardier Model BD-700-1A10 and BD-700-1A11 Airplanes, Head-Up Display (HUD) With Video Synthetic Vision System (SVS)

03/28/2011 Docket No. NM451 http://www.gpo.gov/fdsys/pkg/FR-2011-03-28/html/2011-7147.htm

Comments due 04/18/2011. This proposed special condition would provide the unique pilot-compartment-view requirements for the SVS installation.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

03/29/2011 Docket # FAA-2011-0260 http://www.gpo.gov/fdsys/pkg/FR-2011-03-29/html/2011-7289.htm

Comments due 05/13/2011. This proposed AD would require a free-play check for any shaft swaged Bearing of certain part numbers installed in the tailstock end of each elevator Power Control Unit (PCU), and replacement as necessary.

NPRM AD: Dassault-Aviation Model FALCON 7X Airplanes

03/29/2011 Docket # FAA-2011-0259 http://www.gpo.gov/fdsys/pkg/FR-2011-03-29/html/2011-7290.htm

Comments due 05/13/2011. This proposed AD would require revisions to the Limitations Section of the Dassault Falcon 7X Airplane Flight Manual.

Proposed Special Conditions: Bombardier Model BD-700-1A10 and BD-700-1A11 Airplanes, Head-Up Display (HUD) With Video Synthetic Vision System (SVS)

03/30/2011 Docket # NM451 http://www.gpo.gov/fdsys/pkg/FR-2011-03-30/html/2011-7414.htm

Comments due 04/19/2011. This proposed special condition would ensure the appropriate level of safety for enhanced vision systems using a heads up display.

Final Documents—February 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

AD: General Electric Company CF6-45 and CF6-50 Series Turbofan Engines

02/04/2011 Docket # FAA-2010-0068 http://www.gpo.gov/fdsys/pkg/FR-2011-02-04/html/2011-2387.htm

Effective 02/22/2011. This AD requires high pressure turbine rotor stage 1 and 2 blade inspections; exhaust gas temperature system inspections; fluorescent-penetrant inspections of the low pressure turbine rotor (LPT) stage 3 disk under certain conditions and removal of the disk from service before further flight if found cracked; and, an ultrasonic inspection of the LPT rotor stage 3 disk forward spacer arm. This AD also requires initial and repetitive engine core vibration surveys.

AD: Dornier Luftfahrt GmbH Models Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 Airplanes

02/07/2011 Docket # FAA-2010-1152 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2006.htm

Effective 03/14/2011. This AD requires visually inspecting the fuselage frame 19 and any necessary repairs.

AD: Cessna Aircraft Company (Type Certificate Previously Held by Columbia Aircraft Manufacturing (Previously the Lancair Company)) Models LC40-550FG, LC41-550FG, and LC42-550FG Airplanes

02/07/2011 Docket # FAA-2009-1186 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2008.htm

Effective 03/14/2011. This AD requires repetitive inspections of the rudder hinges and the rudder hinge brackets for damage.

AD: The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

02/07/2011 Docket # FAA-2010-0761 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2435.htm

Effective 03/14/2011. This AD requires installing two warning level indicator lights on the P2-2 center instrument panel in the flight compartment for certain airplanes. For other airplanes, this AD requires activating the cabin altitude warning and takeoff configuration warning lights. This AD requires revising the airplane flight manual to remove certain requirements of previous ADs, new pressure altitude limitations for certain airplanes, and advises the flightcrew of the changes.

AD: Hawker Beechcraft Corporation (Type Certificate Previously Held by Raytheon Aircraft Company; Beech Aircraft Corporation) Model 400A and 400T Airplanes

02/07/2011 Docket # FAA-2010-0954 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2442.htm

Effective 03/14/2011. This AD requires a detailed inspection for proper sealant of the left and right pylon firewall structures, and corrective actions if necessary.

AD: The Boeing Company Model MD-90-30 Airplanes

02/07/2011 Docket # FAA-2010-1043 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2428.htm

Effective 03/14/2011. This AD requires installing a new fire handle shutoff system wiring.

AD: Bombardier, Inc. Model CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant) Airplanes

02/07/2011 Docket # FAA-2010-1108 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2444.htm

Effective 03/14/2011. This AD requires determining the number of flight cycles accumulated by the brake, aileron, elevator, and rudder accumulators, and initial and repetitive ultrasonic inspections for cracking.

AD: Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) Airplanes, Model CL-600-2D15 (Regional Jet Series 705) Airplanes, and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

02/07/2011 Docket # FAA-2010-1109 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2443.htm

Effective 03/14/2011. This AD requires inspections of the rudder travel limiter return spring and repairs or replacement as necessary.

AD: Fokker Services B.V. Model F.28 Mark 0100, 1000, 2000, 3000, and 4000 Airplanes

02/07/2011 Docket # FAA-2010-1114 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2162.htm

Effective 03/14/2011. This AD requires inspections of certain part number fueling control panels to ensure correct operation and replacement or adjustment of improperly functioning cams.

AD: Airbus Model A330-200 and -300 and A340-200 and -300 Series Airplanes

02/07/2011 Docket # FAA-2010-0852 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2430.htm

Effective 03/14/2011. This AD requires inspections of the left and right hand elevator assemblies with certain part numbers, including an endoscopic inspection to detect damage, a tap test, and a thermographic inspection to both sides of the upper and lower elevator panes on both sides of the airplane and corrective actions.

AD: Airbus Model A300 B4-600 and A300 B4-600R Series Airplanes, Model A300 F4-605R Airplanes, and Model A300 C4-605R Variant F Airplanes

02/07/2011 Docket # FAA-2010-0801 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2433.htm

Effective 03/14/2011. This AD requires reinforcing the fuselage butt joint at FR 58.

AD: Hamilton Sundstrand Propellers Model 247F Propellers

02/09/2011 Docket # FAA-2009-0113 http://www.gpo.gov/fdsys/pkg/FR-2011-02-09/html/2011-2758.htm

Effective 03/16/2011. This AD requires removing affected propeller blades from service.

Operations Specifications

02/10/2011 Docket # FAA-2009-0140 http://www.gpo.gov/fdsys/pkg/FR-2011-02-10/html/2011-2834.htm

Effective 04/11/2011. This amendment clarifies and standardizes the rules for applications by foreign air carriers and foreign persons for part 129 operations specifications and establishes new standards for amendment, suspension, and termination of those operations specifications. In addition, the FAA has moved definitions currently contained in a subpart to a separate part for clarity with no substantive changes to the definitions. The amendment also applies to foreign persons operating U.S.-registered aircraft.

AD: PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 Airplanes, correction

02/11/2011 Docket # FAA-2011-0054 http://www.gpo.gov/fdsys/pkg/FR-2011-02-11/html/2011-3076.htm

Effective 02/11/2011. This AD corrects a service bulletin number listed in the original document, in all other respects the original remains the same.

FAA Policy Statement on Expungement of Certain Enforcement Actions

02/11/2011 FR Doc No: 2011-3101 http://www.gpo.gov/fdsys/pkg/FR-2011-02-11/html/2011-3101.htm

Effective 11/01/2010. The FAA has temporarily suspended its policy of expunging certain records of legal enforcement actions against individuals in order to ensure compliance with recent amendments to the Pilot Records Improvement Act.

Special Conditions: Gulfstream Model GVI Airplane; Enhanced Flight Vision System

02/14/2011 Docket No. NM443 http://www.gpo.gov/fdsys/pkg/FR-2011-02-14/html/2011-3214.htm

Effective 02/03/2011. Comments due 03/31/2011. This special condition sets forth the requirements to which an enhanced flight vision system imagery on the heads up display must conform.

AD: Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 and 440) Airplanes

02/15/2011 Docket # FAA-2010-1113 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-3041.htm

Effective 03/22/2011. This AD would require revising the Airworthiness Limitations section of the maintenance program.

AD: The Cessna Aircraft Company Model 750 Airplanes

02/15/2011 Docket # FAA-2010-1107 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-2516.htm

Effective 03/22/2011. This AD requires an inspection to determine the serial numbers of the auxiliary power unit generator and the left and right engine direct current generators, and corrective actions if necessary.

AD: Airbus Model A340-200, -300, -500, and -600 Series Airplanes

02/15/2011 Docket # FAA-2011-0040 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-3065.htm

Effective 03/02/2011. Comments due 04/01/2011. This AD requires more restrictive maintenance requirements and mandates revising the maintenance program by incorporating certain Airbus Airworthiness Limitation Items and compliance with all applicable maintenance requirements.

AD: Airbus Model A340-200, -300, -500, and -600 Series Airplanes

02/15/2011 Docket # FAA-2011-0039 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-3067.htm

Effective 03/02/2011. Comments due 04/01/2011. This AD introduces more restrictive life limitations for several landing gear components and requires revising the maintenance program by incorporating certain Airbus Airworthiness Limitation Items and compliance with all applicable maintenance requirements.

AD: The Boeing Company Model 767 Airplanes

02/15/2011 Docket # FAA-2010-0377 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-2515.htm

Effective 03/22/2011. This AD requires doing a detailed inspection for correct main track downstop assembly, thread protrusion, and damaged and missing parts of the main track downstop assemblies of the outboard slats. It also requires a detailed inspection for foreign objects, debris and damage to the wall of the track housing of the outboard slats, and corrective actions if necessary.

AD: Fokker Services B.V. Model F.28 Mark 0070 and 0100 Airplanes

02/15/2011 Docket # FAA-2010-1038 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-2823.htm

Effective 03/22/2011. This AD requires a one-time detailed visual inspection of the Main Landing Gear (MLG) pistons, the replacement of any MLG pistons on which cracks are detected, and the reporting of all findings to the aeroplane type certificate holder.

AD: Pratt & Whitney JT8D-209, -217, -217A, -217C, and -219 Turbofan Engines

02/15/2011 Docket # FAA-2010-0594 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-3347.htm

Effective 03/22/2011. This AD modifies the Time Limits Section of the manufacturer's engine manual and an air carrier's continuous airworthiness maintenance program to incorporate additional inspection requirements.

AD: Fokker Services B.V. Model F.28 Mark 0070 and 0100 Airplanes

02/15/2011 Docket # FAA-2010-1112 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-3071.htm

Effective 03/22/2011. This AD requires modifying or replacing the side stay upper braces of the left-hand and right-hand Main Landing Gear and prohibits the installation of certain Goodrich side stray upper brace or main landing gear after modifications.

Removal of Expired Federal Aviation Administration Regulations and References

02/16/2011 Docket # FAA-2011-0092 http://www.gpo.gov/fdsys/pkg/FR-2011-02-16/html/2011-3467.htm

Effective 02/16/2011. The FAA is making minor technical changes to its regulations by removing expired Special Federal Aviation Regulations (SFARs) and cross-references, as well as other expired or obsolete regulations. These changes are not substantive in nature since the regulations in question have expired and are not currently in effect.

AD: Air Tractor, Inc. Models AT-802 and AT-802A Airplanes, Final Reg/Flex Analysis (FRFA)

02/18/2011 Docket # FAA-2010-0827 http://www.gpo.gov/fdsys/pkg/FR-2011-02-18/html/2011-3653.htm

Effective 02/18/2011. This incorporates the FRFA into the AD requiring repetitive eddy current inspections of the two outboard fastener holes in both of the wing main spar lower caps at the center splice joint.

AD: The Boeing Company Model 737-300, -400, and -500 Series Airplanes

02/18/2011 Docket # FAA-2010-0379 http://www.gpo.gov/fdsys/pkg/FR-2011-02-18/html/2011-3651.htm

Effective 03/25/2011. This AD modifies an existing AD requiring inspection to determine installation of certain carriage spindles. This AD mandates the optional terminating action.

Amendment of Prohibited Areas: Feathering Propeller Systems for Light-Sport Aircraft Powered Gliders, confirmation of effective date.

02/18/2011 Docket # FAA-2010-0812 http://www.gpo.gov/fdsys/pkg/FR-2011-02-18/html/2011-3777.htm

Effective 03/04/2011. This action confirms the effective date of the final rule published on January 3, 2011. The final rule amends the definition of light-sport aircraft by removing “auto” from the term “autofeathering” as it applies to powered gliders. This amendment will allow both manual and autofeathering propeller operation for powered gliders that qualify as light-sport aircraft.

AD: Thielert Aircraft Engines GmbH Models TAE 125-02-99 and TAE 125-02-114 Reciprocating Engines

02/23/2011 Docket # FAA- 2010-0892 http://www.gpo.gov/fdsys/pkg/FR-2011-02-23/html/2011-3917.htm

Effective 03/30/2011. This AD requires repetitive replacements of timing chains.

AD: Learjet Inc. Model 45 Airplanes

02/24/2011 Docket # FAA-2010-0951 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-3534.htm

Effective 03/31/2011. This AD requires a general visual inspection for damage of wiring (including chafing, pinched wires, and exposed wires) and correct routing of wires in the left and right circuit breaker panels.

AD: Learjet Inc. Model 45 Airplanes

02/24/2011 Docket # FAA-2010-1039 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-4012.htm

Effective 03/31/2011. This AD requires an inspection of certain part number throttle control gearboxes for wear and replacement with a serviceable unit as necessary.

AD: Viking Air Limited (Type Certificate No. A-815 Formerly Held by Bombardier Inc. and de Havilland, Inc.) Model DHC-3 Airplanes

02/24/2011 Docket # FAA-2010-1192 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-3926.htm

Effective 03/31/2011. This AD requires repetitively inspecting the elevator control tabs for discrepancies and, if any discrepancies are found, taking necessary corrective actions to bring all discrepancies within acceptable tolerances. This AD also requires reporting certain inspection results to the FAA.

AD: PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 Airplanes

02/24/2011 Docket # FAA-2010-1099 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-3923.htm

Effective 03/31/2011. This AD requires modifying the Pilot's Operating Handbook and EASA Approved Airplane Flight Manual and installing a limitation placard in the front of the baggage compartment door.

AD: The Boeing Company Model 757 Airplanes

02/24/2011 Docket # FAA-2010-0698 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-4013.htm

Effective 03/31/2011. This AD requires sealing additional fasteners on the rear spar inside the left and right main fuel tanks.

AD: Airbus Model A330-200 and -300 Series Airplanes and Model A340-200, -300, -500, and -600 Series Airplanes

02/24/2011 Docket # FAA-2010-0859 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-4041.htm

Effective 03/31/2011. This AD requires modifying the hydraulic pump electrical motor connectors of the blue, yellow, and green electric pumps.

Special Conditions: Boeing Model 787-8 Airplane; Overhead Crew-Rest Compartment

02/25/2011 Docket # NM412 http://www.gpo.gov/fdsys/pkg/FR-2011-02-25/html/2011-4223.htm

Effective 03/28/2011. These special conditions outline requirements for Overhead Crew Rest-compartment design approvals.

Special Conditions: Boeing Model 787-8 Airplane; Overhead Flightcrew-Rest Compartment Occupiable During Taxi, Takeoff, and Landing

02/25/2011 Docket # NM411 http://www.gpo.gov/fdsys/pkg/FR-2011-02-25/html/2011-4228.htm

Effective 03/28/2011. These special conditions establish requirements for overhead flightcrew-rest-compartment design approvals.

Special Conditions: Bell Helicopter Textron Canada Limited Model 407 Helicopter, Installation of a Hoh Aeronautics, Inc. Autopilot/Stabilization Augmentation System (AP/SAS)

02/25/2011 Docket # SW02 http://www.gpo.gov/fdsys/pkg/FR-2011-02-25/html/2011-4229.htm

Effective 02/14/2011. Comments due 4/26/2011. These special conditions require that the AP/SAS installed on a Bell model 407 helicopter meet the requirements to adequately address the failure effects identified by the functional hazard assessment, and subsequently verified by the systems safety assessment, within the defined design integrity requirements.

Your Two Cents—February 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

NPRM AD: BAE Systems (Operations) Limited Model BAe 146 and Avro 146-RJ Airplanes

02/07/2011 Docket # FAA-2010-0673 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2610.htm

Comments due 03/24/2011. This proposed AD would require an ultrasonic inspection on the upper part of the nose landing gear main fitting for cracks.

NPRM AD: Airbus Model A330-200 and -300 Series Airplanes

02/07/2011 Docket # FAA-2009-1212 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2611.htm

Comments due 03/04/2011. This proposed AD would require revisions to certain operator maintenance documents to include new inspections.

NPRM AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

02/07/2011 Docket # FAA-2011-0037 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2612.htm

Comments due 03/24/2011. This proposed AD would require installing Teflon bushes in the hydraulic reservoir panel at the lower left-hand side.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

02/07/2011 Docket # FAA-2011-0036 http://www.gpo.gov/fdsys/pkg/FR-2011-02-07/html/2011-2613.htm

Comments due 03/24/2011. This proposed AD would require a number of modifications to the fuel system in accordance to Bombardier Modsums.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170 Airplanes; and Model ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW Airplanes

02/10/2011 Docket # FAA-2011-0038 http://www.gpo.gov/fdsys/pkg/FR-2011-02-10/html/2011-2926.htm

Comments due 03/28/2011. This proposed AD would require a detailed inspection for signs of drill marks at the left and right lower ring region of the rear pressure bulkhead between the circumferential splice joint and rear skin between stringers 12 and 13. If drill marks are found, repair before further flight.

NPRM AD: The Boeing Company Model 747-400 and -400F Series Airplanes

02/10/2011 Docket # FAA-2011-0041 http://www.gpo.gov/fdsys/pkg/FR-2011-02-10/html/2011-2952.htm

Comments due 03/28/2011. This proposed AD would require a general visual inspection for cracks and holes of the main equipment center (MEC) drip shields, and repairs if necessary; installation of a fiberglass reinforcing overcoat; and, for certain airplanes, installation of stiffening panels to the MEC drip shields.

Special Conditions: Gulfstream Model GVI Airplane; Operation Without Normal Electric Power

02/14/2011 Docket No. NM444 http://www.gpo.gov/fdsys/pkg/FR-2011-02-14/html/2011-3210.htm

Comments due 03/31/2011. This proposed special condition would set forth the standards for protection of the GVI electronic flight control system and requirements for a continuous source of electrical power.

Special Conditions: Gulfstream Model GVI Airplane; Interaction of Systems and Structures

02/14/2011 Docket No. NM444 http://www.gpo.gov/fdsys/pkg/FR-2011-02-14/html/2011-3215.htm

Comments due 03/31/2011. This proposed special condition would set forth the standards governing the airplane's flight control systems, autopilots, stability augmentation systems, load alleviation systems, and fuel management systems effects on the structural capability and aeroelastic stability of the airplane.

Special Conditions: Gulfstream Model GVI Airplane; Design Roll Maneuver Requirement for Electronic Flight Controls

02/14/2011 Docket No. NM441 http://www.gpo.gov/fdsys/pkg/FR-2011-02-14/html/2011-3216.htm

Comments due 03/31/2011. This special condition is proposed to take into account the effects of an electronic flight control system.

Special Conditions: Pratt and Whitney Canada Model PW210S Turboshaft Engine

02/14/2011 Docket No. NE130 http://www.gpo.gov/fdsys/pkg/FR-2011-02-14/html/2011-3068.htm

Comments due 03/16/2011. This special condition is proposed to address an unusual design feature with engine operation in auxiliary power unit (APU) mode.

NPRM AD: Lycoming Engines, Fuel Injected Reciprocating Engines

02/15/2011 Docket # FAA-2007-0218 http://www.gpo.gov/fdsys/pkg/FR-2011-02-15/html/2011-3349.htm

Comments due 04/01/2011. This proposed AD would require inspection, replacement if necessary, and proper clamping of externally mounted fuel injector fuel lines.

NPRM AD: DASSAULT AVIATION Model MYSTERE-FALCON 50 Airplanes

02/16/2011 Docket # FAA-2011-0042 http://www.gpo.gov/fdsys/pkg/FR-2011-02-16/html/2011-3532.htm

Comments due 04/04/2011. This proposed AD would require a general visual inspection for correct installation of the emergency brake system number and repairs as necessary.

Special Conditions: Gulfstream Model GVI Airplane; Automatic Speed Protection for Design Dive Speed

02/16/2011 Docket # M445 http://www.gpo.gov/fdsys/pkg/FR-2011-02-16/html/2011-3412.htm

Comments due 04/04/2011. This proposed special condition specifies the requirements for incorporation of a high-speed protection system in the GVI flight control laws.

NPRM AD: BURKHART GROB LUFT-UND Model G 103 C Twin III SL Gliders

02/18/2011 Docket # FAA-2011-0127 http://www.gpo.gov/fdsys/pkg/FR-2011-02-18/html/2011-3660.htm

Comments due 04/04/2011. This proposed AD would require updating the glider documentation, inspecting for cracks at the bent area of the engaged tooth of the upper pulley wheel securing plate, and verifying that the propeller track is within the allowable tolerances.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

02/23/2011 Docket # FAA- 2011-0043 http://www.gpo.gov/fdsys/pkg/FR-2011-02-23/html/2011-4011.htm

Comments due 04/11/2011. This proposed AD would require a visual inspection for red anodized threads on the outlet fitting of the motive flow check valves installed in the left and right wing fuel tanks. If red threads are found, the AD requires replacing them with a gold colored chemical film coating check valve outlet fitting.

NPRM AD: Bombardier, Inc. Model DHC-8-400 Series Airplanes

02/23/2011 Docket # FAA-2011-0043 http://www.gpo.gov/fdsys/pkg/FR-2011-02-23/html/2011-4011.htm

Comments due 04/11/2011. This proposed AD would require a visual inspection for red anodized threads on the outlet fitting of the motive flow check valves installed in the left and right wing fuel tanks. If red threads are found, the AD requires replacing them with a gold colored chemical film coating check valve outlet fitting.

NPRM AD: The Boeing Company Model 767-200, -300, -300F, and -400ER Series Airplanes

02/24/2011 Docket # FAA-2011-0044 http://www.gpo.gov/fdsys/pkg/FR-2011-02-24/html/2011-4200.htm

Comments due 04/11/2011. This proposed AD would expand the applicability of inspections to detect cracking or corrosion of the fail-safe straps between the side fitting of the rear spar bulkhead at body station 955 and the skin, and would add an inspection for cracking in the fail-safe strap, including repair or replacement if necessary.

Special Conditions: Gulfstream Model GVI Airplane; Electronic Systems Security Isolation or Protection From Unauthorized Passenger Systems Access

02/25/2011 Docket # NM447 http://www.gpo.gov/fdsys/pkg/FR-2011-02-25/html/2011-4231.htm

Comments due 04/11/2011. This proposed special condition sets forth requirements to prevent the potential exploitation of security vulnerabilities may result in intentional or unintentional destruction, disruption, degradation, or exploitation of data and systems critical to the safety and maintenance of the airplane.

Special Conditions: Gulfstream Model GVI Airplane; Electronic Systems Security Protection From Unauthorized External Access

02/25/2011 Docket # NM448 http://www.gpo.gov/fdsys/pkg/FR-2011-02-25/html/2011-4232.htm

Comments due 04/11/2011. This proposed special condition sets forth requirements to prevent the potential exploitation of security vulnerabilities may result in intentional or unintentional destruction, disruption, degradation, or exploitation of data and systems critical to the safety and maintenance of the airplane.

Final Documents—January 2011

*This list includes Federal Register (FR) publications such as final rules, Advisory Circulars (ACs), policy statements and related material of interest to ARSA members. For proposals opened for public comment, see **Your Two Cents** in this issue. The date shown is the date of FR publication or other official release.*

Hyperlinks provided in blue text take you to the full document. If this link is broke, go to http://www.regulation.gov**. In the keyword or ID field, type "FAA" followed by the docket number.**

Feathering Propeller Systems for Light-Sport Aircraft Powered Gliders

01/03/2011 Docket # FAA-2010-0812 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-33082.htm

Effective 03/04/2011. Comments due 02/02/2011. This rule amends the definition of light-sport aircraft by removing "auto" from the term "autofeathering" as it applies to powered gliders. This amendment will allow both manual and autofeathering propeller operation for powered gliders that qualify as light-sport aircraft.

AD: ROLLADEN-SCHNEIDER Flugzeugbau GmbH Model LS6 Gliders, rescission

01/04/2010 Docket # FAA-2010-1286 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-04/html/2010-32798.htm

Effective 01/19/2011. Comments due 02/18/2011. This AD announces the FAA's rescission of the existing AD (AD 86-25-07 R1). The FAA determined that the AD is not applicable because the Model LS6 is not type certificated in the United States.

AD: Pratt & Whitney Canada Corp. (P&WC) PW305A and PW305B Turbofan Engines

01/04/2010 Docket # FAA-2010-0829 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-04/html/2010-33171.htm

Effective 01/03/2011. The FAA is correcting the incorrect agency docket number and the engine type in the subject heading and the Summary section's paragraph (c). In all other respects, the original document remains the same.

AD: 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 and -300 Airplanes

01/05/2011 Docket # FAA-2010-0955 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32982.htm

Effective 02/09/2011. This AD requires replacing the aileron trim tab fittings and the rudder spring tab fitting while prohibiting installation of certain part number fittings.

AD: Airbus Model A310 Series Airplanes

01/05/2011 Docket # FAA-2010-0854 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32987.htm

Effective 02/09/2011. This AD requires a detailed inspection for any missing, damaged, or incorrectly installed wiper rings in the splined couplings of the flap transmission shafts; and a detailed inspection for any missing, damaged, or incorrectly installed rubber gaiters and straps on the sliding bearing/plunging joints of the flap transmission.

AD: Fokker Services B.V. Model F.28 Mark 0100 Airplanes

01/05/2011 Docket # FAA-2010-0701 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32990.htm

Effective 02/09/2011. This AD requires a one-time inspection (integrity check) for failure of the lower bolts of the stabilizer control unit dog-links and replacement of failed bolts with serviceable bolts. It also requires installing a tie-wrap through the lower bolts of the stabilizer control unit.

AD: The Boeing Company Model 737-300, -400, and -500 Series Airplanes

01/05/2011 Docket # FAA-2010-0855 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-33003.htm

Effective 02/09/2011. This AD requires replacing the midspar fuse pins with new, improved fuse pins.

AD: Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 Airplanes

01/05/2011 Docket # FAA-2010-0959 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32996.htm

Effective 02/09/2011. This AD requires relocating the No. 2 and No. 3 hydraulic system lines in the wing auxiliary spar area on the left side of the aircraft and modifying the left wing rib and left and right debris shields.

AD: The Boeing Company Model MD-90-30 Airplanes

01/05/2011 Docket # FAA-2010-0953 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32993.htm

Effective 02/09/2011. This AD requires repetitive high frequency eddy current inspections for cracking on the hinge bearing lugs of the left and right sides of the center section ribs of the horizontal stabilizer.

AD: Airbus Model A330-201, -202, -203, -223, and -243 Airplanes; Airbus Model A330-300 Series Airplanes; and Airbus Model A340-200 and -300 Series Airplanes

01/05/2011 Docket # FAA-2010-0952 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32653.htm

Effective 02/09/2011. This AD installing flight warning computer (FWC) software standard T3 for certain airplane models. For other models, it requires installing FWC software standard L11. It also requires concurrent installation of FWC software standard T2-0 on certain airplane models.

AD: B/E Aerospace Protective Breathing Equipment (PBE) Part Number 119003-11 Installed on Various Transport Airplanes

01/05/2011 Docket # FAA-2010-0797 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32994.htm

Effective 02/09/2011. This AD requires removing affected PBE units

AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-135BJ Airplanes

01/05/2011 Docket # FAA-2008-1080 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32998.htm

Effective 02/09/2011. This AD requires revising the airworthiness limitations sections of the instructions for continued airworthiness.

AD: Airbus Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

01/05/2011 Docket # FAA-2010-1278 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-32995.htm

Effective 01/20/2011. Comments due 02/22/2011. This AD requires a general visual inspection for correct location of the pitch uncoupling unit and repairs, as necessary.

AD: The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F Series Airplanes

01/10/2011 Docket # FAA-2010-0646 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-10/html/2011-188.htm

Effective 02/14/2011. This AD requires repetitive detailed inspections of the aft pressure bulkhead web for cracking, and repair if necessary.

AD: GROB-WERKE GMBH & CO KG Models G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, and G102 STANDARD ASTIR III Gliders

01/10/2011 Docket # FAA-2007-28435 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-10/html/2010-32753.htm

Effective 02/14/2011. This AD requires inspecting both wing spar spigot assemblies for cracks using a dye-penetrant or magnetic-particle method, and replacing the wing main spigot assembly.

AD: Airbus Model A300, A300-600, A310, A318, A319, A320, A321, A330-300, A340-200, A340-300, A340-500, A340-600, and A380-800 Series Airplanes; and Model A330-201, A330-202, A330-203, A330-223, A330-243 Airplanes

01/10/2011 Docket # FAA-2010-1279 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-10/html/2010-33318.htm

Effective 01/18/2011. Comments due 02/24/2011. This AD requires modifying the cockpit door.

AD: Cessna Aircraft Company (Cessna) (Type Certificate A00003SE Previously Held by Columbia Aircraft Manufacturing (Previously The Lancair Company)) Models LC41-550FG and LC42-550FG Airplanes

01/10/2011 Docket # FAA-2010-1297 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-10/html/2010-33336.htm

Effective 01/10/2011. Comments due 02/24/2011. This AD requires obtaining written approval from the Manager, Wichita Aircraft Certification Office (ACO), to operate the airplane.

AD: The Boeing Company Model 757-200, -200CB, and -300 Series Airplanes

01/10/2011 Docket # FAA-2010-1280 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-10/html/2011-51.htm

Effective 01/25/2011. Comments due 02/24/2011. This AD requires repetitive inspections for cracking of the fuselage skin of the crown skin panel along the chem-milled step at stringers S-4 left and S-4 right, from stations 297 through 439, and repair if necessary.

AD: The Boeing Company Model 757 Airplanes

01/12/2011 Docket # FAA-2008-0295 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2011-371.htm

Effective 02/16/2011. This AD requires an inspection of the two spring arms in the spin brake assemblies in the nose wheel well to determine if the spring arms are made of aluminum or composite material, and repetitive related investigative/corrective actions.

AD: The Boeing Company Model MD-11 and MD-11F Airplanes

01/12/2011 Docket # FAA-2010-0228 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2011-271.htm

Effective 02/16/2011. This AD requires a one-time inspection to detect damage of the wire assemblies of the tail tank fuel system and a wiring change.

AD: Pilatus Aircraft Ltd. Models PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 Airplanes

01/12/2011 Docket # FAA-2009-0622 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2010-33333.htm

Effective 02/16/2011. This AD requires, before further flight, visual and high current eddy inspections of the upper wing strut fittings and examining the spherical bearing. If any cracks are found, or if any spherical bearing is not in conformity, then replacement is required before further flight.

AD: Short Brothers PLC Model SD3 Airplanes

01/12/2011 Docket # FAA-2010-0225 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2011-30.htm

Effective 02/16/2011. This AD requires revisions to certain operator maintenance documents to include new inspections. It also requires an insulation resistance check, general visual inspections, and bonding jumper wire installation.

AD: The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 Airplanes

01/12/2011 Docket # FAA-2010-0549 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2010-33345.htm

Effective 02/16/2011. This AD requires installing fuel level float and pressure switch in-line fuses on the wing forward spars and forward and aft auxiliary fuel tanks.

AD: M7 Aerospace LP (Type Certificate Previously Held by Fairchild Aircraft Incorporated) Models SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT Airplanes

01/12/2011 Docket # FAA-2011-0014 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2011-457.htm

Effective 01/24/2011. Comments Due 02/28/2011. This AD requires repetitively inspecting the cockpit heated windshields for damage and replacing damaged windshields.

AD: PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 Airplanes

01/24/2011 Docket # FAA-2011-0054 http://www.gpo.gov/fdsys/pkg/FR-2011-01-24/html/2011-1136.htm

Effective 01/24/2011. Comments due 03/10/2011. This AD requires an immediate functional test of the fuselage drain holes, and requires sending a report of the results to the FAA.

AD: SOCATA Model TBM 700 Airplanes

01/25/2011 Docket # FAA-2010-0948 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-370.htm

Effective 03/01/2011. This AD requires the removal, as a temporary measure, of the compressor drive belt and of the torque limiter, the conditional replacement of the pulley drive shear shaft, and repetitive inspections for cracks of the pulley drive assembly and of the alternator/compressor support.

AD: Airbus Model A330-200 Series Airplanes; Model A330-300 Series Airplanes; Model A340-200 Series Airplanes; and Model A340-300 Series Airplanes

01/25/2011 Docket # FAA-2011-0029 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-1225.htm

Effective 02/09/2011. Comments due 03/11/2011. This AD requires the revision of the Limitations and Abnormal sections of the Airplane Flight Manual to include warnings about possible alerts that may arise when the autopilot and auto-thrust are automatically disconnected and flight controls have reverted to alternate law.

AD: The Boeing Company Model 727 Airplanes

01/25/2011 Docket # FAA-2010-0677 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-464.htm

Effective 03/01/2011. This AD requires inspections for scribe lines in the fuselage skin at skin lap joints and butt joints, the skin at certain external approved repairs, the skin around external features such as antennas, and the skin at decals and fairings.

AD: The Boeing Company Model 767-300 Series Airplanes

01/25/2011 Docket # FAA-2010-0796 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-462.htm

Effective 03/01/2011. This AD requires repetitive inspections for cracks in the fuselage skin and backup structure at the lower VHF antenna cutout at station 1197 + 99 between stringers 39 left and 39 right.

AD: Aircraft Industries a.s. Model L 23 Super Blanik Sailplanes

01/25/2011 Docket # FAA-2011-0053 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-1137.htm

Effective 02/14/2011. Comments due 03/11/2011. This AD requires inspections of the rear horizontal stabilizer bracket critical areas (hinge welding areas) for cracks, and replacing the bracket if any cracks are found.

AD: Pratt & Whitney JT8D-7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR Series Turbofan Engines

01/28/2011 Docket # FAA-2010-0593 http://www.gpo.gov/fdsys/pkg/FR-2011-01-28/html/2011-1869.htm

Effective 03/04/2011. This AD modifies the time limits section of the manufacturer's engine manual and air carrier's approved continuous airworthiness maintenance program to incorporate additional inspection requirements and reduce model applicability.

Special Conditions: F Aerospace, LLC, Modification to Boeing Model 767-300 Series Airplanes; Pilot Lower Lobe Crew Rest Module (CRM)

01/28/2011 Docket # NM440 http://www.gpo.gov/fdsys/pkg/FR-2011-01-28/html/2011-1730.htm

Effective 01/21/2011. Comments due 03/14/2011. These special conditions specify requirements for design approvals (i.e., type design changes and supplemental type certificates) of CRMs administered by the FAA's Aircraft Certification Service.

Your Two Cents—January 2011

This is your chance to provide input on rules and policies that will affect you. Agencies must provide the public notice and an opportunity for comment before their rules or policies change. Your input matters. Comments should be received before the indicated due date; however, agencies often consider comments they receive before drafting of the final document begins.

Hyperlinks provided in blue text take you to the full document.

NPRM AD: The Boeing Company Model 757 Airplanes

01/03/2011 Docket # FAA-2009-0908 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-33129.htm

Comments due 01/28/2011. This proposed AD would require an electrical bonding resistance measurement for certain ground fault interrupt relays. It also requires, for certain airplanes, an inspection to ensure that certain screws are properly installed, and re-installing longer screws.

NPRM AD: The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F Series Airplanes

01/03/2011 Docket # FAA-2010-1272 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-33002.htm

Comments due 02/17/2011. This proposed AD would require replacing the existing unshielded fuel quantity indication system (FQIS) wire bundles with double shielded FQIS wire bundles, installing a new wire feed-through fitting, and grounding the wire shields, as applicable; and doing repetitive low frequency eddy current inspections for cracking of the fuselage skin.

NPRM AD: Airbus Model A310 Series Airplanes

01/03/2011 Docket # FAA-2010-1275 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-32989.htm

Comments due 02/17/2011. This proposed AD would require a detailed visual inspection to detect cracks in the external surface of the wing lower skin around the landing access panel holes of the leading edge; a eddy current inspection to detect cracks in the holes around the overwing refueling aperture at ribs 13-14; a detailed visual inspection to detect cracks around the bolts in the wing top skin upper surface of the front spar between rib 7 and rib 28; a high frequency eddy current (HFEC) or X-ray inspection to detect cracking of the stringer runouts inboard and outboard of rib 14 at stringers 6, 7, 8, and 9; inspecting the area around the overwing refuelling aperture at ribs 13-14;inspecting the rear spar at selected bolt locations for attachment of the main landing gear forward pick-up fitting; and, inspecting the upper skin forward of front spar for cracks.

NPRM AD: Airbus Model A310 Series Airplanes

01/03/2011 Docket # FAA-2010-1276 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-32983.htm

Comments due 02/17/2011. This proposed AD would require a defectoscope or rototest inspection to detect cracks in the area of frame 47 and frame 54, and installation of new doublers.

NPRM AD: Airbus Model A310-203, -204, -222, -304, -322, and -324 Airplanes

01/03/2011 Docket # FAA-2010-1273 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-32991.htm

Comments due 02/17/2011. This proposed AD would require repetitive and one-time inspections, depending on the area, of the lower tail plane cut-out, and corrective actions if necessary.

NPRM AD: Airbus Model A310 Series Airplanes

01/03/2011 Docket # FAA-2010-1274 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-03/html/2010-32992.htm

Comments due 02/17/2011. This proposed AD would require cold working of trellis boom drainage holes; repetitive detailed or rotating probe inspections for cracking in the drain holes on the lower skin panel in the center wing box between frames 42 and 46; and, repetitive eddy current inspections for cracking of the upper corner angle fitting and the vertical tee fitting at left and right frame 40.

NPRM AD: General Electric Company CF6-45 and CF6-50 Series Turbofan Engines

01/04/2010 Docket # FAA-2006-24145 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-04/html/2010-33167.htm

Comments due 02/182011. This proposed AD would add certain forward and aft centerbodies of the long fixed core exhaust nozzle assembly to the list of those requiring replacement.

Special Conditions: Gulfstream Model GVI Airplane; Single-Occupant Side-Facing Seats

01/04/2010 Docket # NM439 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-04/html/2010-33221.htm

Comments due 02/182011. This proposed special condition would provide injury criteria and installation/testing guidelines that represent the minimum acceptable airworthiness standard for single-place side-facing seats.

NPRM AD: Bombardier, Inc. Model CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) Airplanes

01/05/2011 Docket # FAA-2010-1307 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-33329.htm

Comments due 02/22/2011. This proposed AD would require revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness

NPRM AD: Dassault-Aviation Model FALCON 7X Airplanes

01/05/2011 Docket # FAA-2010-1306 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-33334.htm

Comments due 02/22/2011. This proposed AD would require repetitive functional tests of the Ram Air Turbine heater.

NPRM AD: Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 Airplanes

01/05/2011 Docket # FAA-2010-1304 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-33337.htm

Comments due 02/22/2011. This proposed AD would require a detailed inspection for minimum clearance of the gap between the Fuel Quantity Tank Units (FQTU) wiring harness and the outer wing FQTU hole reinforcement structure at the next scheduled opening of the fuel tanks.

NPRM AD: Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model 382, 382B, 382E, 382F, and 382G Airplanes

01/05/2011 Docket # FAA-2010-1305 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-33335.htm

Comments due 02/22/2011. This proposed AD would correct certain part number references, add an additional inspection area, and, for certain airplanes, require certain actions to be re-accomplished according to revised service information for certain fuel system modifications and revision of approved maintenance programs regarding airworthiness limitations for fuel tank systems.

Harmonization of Airworthiness Standards for Transport Category Airplanes: Harmonization of Airworthiness Standards for Transport Category Airplanes-Landing Gear Retracting Mechanisms and Pilot Compartment View

01/05/2011 Docket # FAA-2010-1193 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-05/html/2010-33347.htm

Comments due 04/05/2011. This proposal would adopt the 1-g stall speed as a reference stall speed instead of the minimum speed obtained in a stalling maneuver, and would add an additional requirement to keep the landing gear and doors in the correct retracted position in flight. This proposal would also revise the requirements for pilot compartment view in precipitation conditions. Adopting these proposals would eliminate regulatory differences between the airworthiness standards of the U.S. and the European Aviation Safety Agency (EASA),

NPRM AD: Gulfstream Aerospace Corporation Model G-1159 Airplanes, withdrawal

01/06/2011 Docket 90-NM-267-AD http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-06/html/2011-54.htm

This action withdraws a NPRM that would have required repetitive inspections to detect corrosion or cracks in the forward and aft wing attach fittings at FS 345 and 452, respectively, and adjacent wing beam and wing plank areas.

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

01/11/2011 Docket # FAA-2008-1118 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-11/html/2011-367.htm

Comments due 02/25/2011. This reopens the comment period of the original NPRM that would superseded an existing AD requiring review of the airplane maintenance records to determine whether an engine has been removed from the airplane since the airplane was manufactured.

NPRM AD: Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) Airplanes, Model CL-600-2D15 (Regional Jet Series 705) Airplanes, and Model CL-600-2D24 (Regional Jet Series 900) Airplanes

01/11/2011 Docket # FAA-2009-0703 http://origin.www.gpo.gov/fdsys/pkg/FR-2011-01-11/html/2011-368.htm

Comments due 02/25/2011. This reopens the comment period of the original NPRM that would mandate a one-time detailed inspection of the torque link apex joint and replacement of the torque link apex nut.

Procedures for Protests and Contracts Dispute

01/12/2011 Docket # FAA-2010-0840 http://www.gpo.gov/fdsys/pkg/FR-2011-01-12/html/2011-397.htm

Comments due 03/14/2011. This action would update, simplify, and streamline the current regulations governing the procedures for bid protests brought against the FAA and contract disputes brought against or by the FAA. It would also add a voluntary dispute avoidance and early resolution process.

NPRM AD: Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170 and ERJ 190 Airplanes

01/12/2011 Docket # FAA-2010-1310 http://www.gpo.gov/fdsys/pkg/FR-2011-01-13/html/2011-584.htm

Comments due 02/28/2011. This proposed AD would require modifying the forward escape slide and a boroscope inspection of the aspirator body and inlet cross valve.

NPRM AD: BAE SYSTEMS (OPERATIONS) LIMITED Model BAe 146 Airplanes, and Model Avro 146-RJ Airplanes

01/12/2011 Docket # FAA-2010-1308 http://www.gpo.gov/fdsys/pkg/FR-2011-01-13/html/2011-585.htm

Comments due 02/28/2011. This proposed AD would require external eddy current inspections of the forward fuselage skin to detect cracking, and any necessary repairs.

NPRM AD: Airbus Model A330-300, A340-200, and A340-300 Series Airplanes

01/12/2011 Docket # FAA-2010-1309 http://www.gpo.gov/fdsys/pkg/FR-2011-01-13/html/2011-586.htm

Comments due 02/28/2011. This proposed AD would require vacuum loss inspections and elasticity laminate checker inspections to detect defects, including de-bonding between the skin and honeycomb core of the rudder.

NPRM AD: Rolls-Royce plc RB211-Trent 800 Series Turbofan Engines

01/14/2011 Docket # FAA-2010-0821 http://www.gpo.gov/fdsys/pkg/FR-2011-01-14/html/2011-775.htm

Comments due 02/28/2011. This proposed AD would an initial ultrasonic inspection (UI) of the affected low-pressure compressor blades and removal of any blades that fail the inspection criteria.

NPRM AD: MD Helicopters, Inc. (MDHI) Model MD900 Helicopters

01/14/2011 Docket # FAA-2010-1301 http://www.gpo.gov/fdsys/pkg/FR-2011-01-14/html/2011-726.htm

Comments due 03/15/2011. This proposed AD would require turning on both Vertical Stabilizer Control System switches and turning off the autopilot (AP/SAS) switch; pulling certain AP/SAS circuit breakers; installing a placard near the AP/SAS master switch; installing an airspeed limitation placard on the instrument panel; and making changes to the Rotorcraft Flight Manual. It also provides an option of replacing each affected tube adapter with a newly-designed tube adapter, which would provide terminating action for the unsafe condition.

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER Series Airplanes

01/18/2011 Docket # FAA-2010-1313 http://www.gpo.gov/fdsys/pkg/FR-2011-01-18/html/2011-862.htm

Comments due 03/04/2011. This proposed AD would require inspecting to determine the clearance and any wire bundle damage between wire bundle W443 and the left forward rudder quadrant, followed by adjusting the minimum clearance between the wire bundle and the left forward rudder quadrant, and repairing any wire bundle damage.

NPRM AD: Eurocopter France (Eurocopter) Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 Helicopters

01/18/2011 Docket # FAA-2010-1303 http://www.gpo.gov/fdsys/pkg/FR-2011-01-18/html/2011-720.htm

Comments due 03/21/2011. This proposed AD would require initial and recurring inspections of the inner angles and flanges of the 9-degree frame on the right-hand and left-hand sides.

NPRM AD: The Boeing Company Model 777-200, -200LR, -300, and -300ER Series Airplanes

01/18/2011 Docket # FAA-2010-1312 http://www.gpo.gov/fdsys/pkg/FR-2011-01-18/html/2011-876.htm

Comments due 03/04/2011. This proposed AD would require installing foreign object debris rubber shields over the primary and secondary external power connectors for certain airplanes, and wrapping fire-resistant silicone tape around the hydraulic tube for certain other airplanes.

NPRM AD: The Boeing Company Model 757 Airplanes

01/18/2011 Docket # FAA-2010-1311 http://www.gpo.gov/fdsys/pkg/FR-2011-01-18/html/2011-879.htm

Comments due 03/04/2011. This proposed AD would require additional inspections of the power feeder wire bundles for damage.

NPRM AD: The Boeing Company Model 777 Airplanes

01/19/2011 Docket # FAA-2011-0025 http://www.gpo.gov/fdsys/pkg/FR-2011-01-19/html/2011-1017.htm

Comments due 03/07/2011. This proposed AD would require revising the maintenance program to update inspection requirements to detect fatigue cracking of principal structural elements.

NPRM AD: The Boeing Company Model 777-200 and -300 Series Airplanes Equipped with Rolls-Royce RB211 Trent 800 Engines

01/20/2011 Docket # FAA-2011-0027 http://www.gpo.gov/fdsys/pkg/FR-2011-01-20/html/2011-1121.htm

Comments due 03/07/2011. This proposed AD would require repetitive inspections of all thrust reverser (T/R) structure and sealant for degradation.

NPRM AD: Saab AB, Saab Aerosystems Model SAAB 340A (SAAB/SF340A) and SAAB 340B Airplanes Modified in Accordance With Supplemental Type Certificate (STC) ST00224WI-D, ST00146WI-D, or SA984GL-D

01/20/2011 Docket # FAA-2010-0042 http://www.gpo.gov/fdsys/pkg/FR-2011-01-20/html/2011-1118.htm

Comments due 03/07/2011. This action revises the first supplemental NPRM by correcting an STC number, which would expand the applicability of the first supplemental NPRM. This would require inspections for corrosion and cracking behind the external adapter plate of the antennae of certain damage-tolerant structures.

NPRM AD: The Boeing Company Model 777-200 and -300 Series Airplanes Equipped With Pratt and Whitney Engines

01/20/2011 Docket # FAA-2011-0026 http://www.gpo.gov/fdsys/pkg/FR-2011-01-20/html/2011-1119.htm

Comments due 03/07/2011. This proposed AD would require repetitive inspections for hydraulic fluid contamination of the interior of the strut disconnect assembly; repetitive inspections for discrepancies of the interior of the strut disconnect assembly; and, repetitive inspections of

the exterior of the strut disconnect assembly for cracks.

NPRM AD: MS AVIATION S.A. Model F406 Airplanes

01/21/2011 Docket # FAA-2011-0058 http://www.gpo.gov/fdsys/pkg/FR-2011-01-21/html/2011-1221.htm

Comments due 03/07/2011. This proposed AD would require inspecting for cracks in rudder pulley brackets installed on Reims F406 aeroplanes and installing modified pulley brackets.

NPRM AD: The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 Series Airplanes

01/21/2011 Docket # FAA-2011-0028 http://www.gpo.gov/fdsys/pkg/FR-2011-01-21/html/2011-1226.htm

Comments due 03/07/2011. This proposed AD would require, depending on airplane configuration, doing certain wiring changes, replacing the fuel pump power control relays for the main, center and auxiliary tanks, as applicable, with new relays having a GFI feature, performing certain bonding resistance measurements, and modifying relay module assemblies.

NPRM AD: Airbus Model A300 and A310 Series Airplanes, and Model A300 B4-600, B4-600R, and F4-600R Series Airplanes, and Model C4-605R Variant F Airplanes (Collectively Called A300-600 Series Airplanes)

01/25/2011 Docket # FAA-2011-0030 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-1439.htm

Comments due 03/11/2011.This proposed AD would require revising the Airworthiness Limitations Section of the Instructions for Continued Airworthiness.

NPRM AD: Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) Airplanes

01/25/2011 Docket # FAA-2011-0031 http://www.gpo.gov/fdsys/pkg/FR-2011-01-25/html/2011-1440.htm

Comments due 03/11/2011. This proposed AD would require a detailed inspection for corrosion and damage of the inboard and outboard piston axles for certain part number main landing gear piston axles.

NPRM AD: The Boeing Company Model 737-600, -700, -700C, -800, and -900 Series Airplanes

01/26/2011 Docket # FAA-2011-0032 http://www.gpo.gov/fdsys/pkg/FR-2011-01-26/html/2011-1438.htm

Comments due 03/14/2011. This proposed AD would require an inspection of the orientation of both sides of the coil cord connector keyways of the number 2 windows on the flight deck, re-clocking the connector keyways to 12 o'clock if necessary; and replacing the coil cord assemblies on both number 2 windows on the flight deck.

Safety Management System for Part 121 Certificate Holders; Extension of Comment Period

01/31/2011 Docket # FAA-2009-0671 http://www.gpo.gov/fdsys/pkg/FR-2011-01-31/html/2011-2049.htm

Comments due 03/07/2011. This extends the comment period for the NPRM from 02/04/2011 to 3/07/2011.