


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2009-0101	
	Date: 28 May 2009	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation</p>		
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
Type Approval Holder's Name :	Type/Model designation(s) :	
Boeing	747-400, 747-400D, 747-400F, 757-200, 757-200CB, 757-200PF, 767-200, 767-300 and 767-300F	
TCDS Number :	FAA TCDS : A20WE (Boeing 747) and A2NM (Boeing 757); EASA TCDS : IM.A.035 (Boeing 767)	
Foreign AD :	FAA 2004-10-05	
Supersedure:	This directive partially supersedes FAA AD 2004-10-05 dated 05 May 2004 and supersedes EASA AD 2005-0026R1 dated 14 December 2005.	
ATA 31	Indicating / Warning – Overspeed Warning System - Modification	
Manufacturer(s):	The Boeing Company	
Applicability:	<p>All model 747-400, 747-400D, 747-400F, 757-200, 757-200CB, 757-200PF, 767-200, 767-300 and 767-300F aeroplanes, all serial numbers:</p> <ul style="list-style-type: none"> • not previously modified in accordance with FAA Airworthiness Directive 2004-10-05 paragraph (c)(1), (c)(2) or (c)(3) as applicable to the aeroplane type, <li style="padding-left: 20px;">or • delivered new with the overspeed reset function activated (through the master warning push buttons), <li style="padding-left: 20px;">or • modified in accordance with FAA AD 2004-10-05 paragraph (b) titled: 'Optional Interim Action'. 	
Reason:	<p>The FAA interpretation of FAR 25.1303(c)(1) differs from that accepted within Europe. The consequence is that the FAA approved a modification standard that did not comply with European requirements of an overspeed warning system. As a result, for aeroplanes registered in the Member States of the European Union to comply with the intent of FAA AD 2004-10-05, it was not acceptable to perform the optional interim action (paragraph (a)(2) of FAA AD 2004-10-05 resulting in the installation of Boeing Special Attention Service Bulletin (SB) 747-31-2313, Revision 1, or Boeing Special Attention SB 757-31-0068 Revision 1, or Boeing Special Attention SB 767-31-0149</p>	

	<p>Revision 1, as detailed in paragraph (b) of FAA AD 2004-10-05. Consequently, the only means by which the unsafe condition defined in the referenced FAA AD could be addressed and the aeroplanes remain compliant to JAR/CS25.1303(c)(1), was complying with EASA AD 2005-0026R1.</p> <p>This AD, which supersedes EASA AD 2005-0026R1 retaining its requirements, is issued to include references to the service information issued by Boeing to allow de-modification of the resettable overspeed warning for aeroplanes delivered new with the overspeed reset function (through the master warning push buttons) activated or modified in-service in accordance with either Boeing Special Attention SB 747-31-2313, 757-31-0068 or 767-31-0149 (or any revision thereof).</p>
Effective Date:	11 June 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless already accomplished:</p> <p>Reminder of EASA AD 2005-0026R1 requirements:</p> <p>(1.) Within 24 months after 14 December 2005 for 747 aeroplanes or 05 September 2005 for 757 and 767 aeroplanes (effective dates of AD 2005-0026R1), carry out the modifications specified in Boeing Alert SB 747-34A2460 Revision 2, Boeing SB 757-34A0222 Revision 2, or Boeing SB 767-34A0332 Revision 2, as applicable to the aeroplane type. This requirement supersedes the one specified in paragraphs (a)(2) and (b) of FAA AD 2004-10-05. In all other respects, the requirements of FAA AD 2004-10-05 are effective for aeroplanes registered in the EU Member States and must be complied with.</p> <p>EASA AD 2009-0101 requirements:</p> <p>(2.) Within 30 days from the effective date of this AD, any aeroplane previously modified in-service in accordance with either Boeing Special Attention SB 747-31-2313 Revision 1 or later revision, 757-31-0068 Revision 1 or later revision or 767-31-0149 Revision 1 or later revision, and any aeroplane delivered new with the overspeed reset function (through the master warning push buttons) activated, must be de-modified in accordance with Boeing SB 747-31-2332 Revision 1, Boeing SB 757-31-0166 Revision 0 or Boeing SB 767-31-0240 Revision 0, as applicable to the aeroplane type.</p> <p>(3.) If paragraph (1.) of this AD was not previously incorporated on the aeroplane, or the aeroplane was delivered new without equivalent in-production changes to the Air Data Computer system, then paragraph (1.) of this AD must be accomplished concurrently with the de-modification of the aeroplane as required by paragraph (2.) of this AD.</p> <p>(4.) Additional instructions specified in FAA AD 2004-10-05 and subsequent revisions or supersedures are required to be complied with per this AD. Reference must be made to the FAA documents.</p>
Ref. Publications:	<p>Boeing Alert SB 747-34A2460 Revision 2, Boeing SB 747-31-2332 Revision 1; Boeing SB 757-34A0222 Revision 2, Boeing SB 757-31-0166 Revision 0; Boeing SB 767-34A0332 Revision 2; Boeing SB 767-31-0240 Revision 0.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p>

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| | <ol style="list-style-type: none">2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication.3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.4. For any question concerning the technical content of the requirements in this AD, please contact:
Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, USA. E-mail: Brady.J.Mitchell@boeing.com . |
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