



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2011-26

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2011-01			
2010-25-06		Boeing	737-200, -300, -400, and -500 series
2010-26-05		Dassault Aviation	Falcon 10, Fan Jet Falcon, Fan Jet Falcon Series C, D, E, F, and G, Mystere-Falcon 20-C5, 20-D5, 20-E5, 20-F5, Mystere-Falcon 200, Mystere-Falcon 50, Mystere-Falcon 900, Falcon 900EX, Falcon 2000 and Falcon 2000EX
2010-26-06		Boeing	737-600, -700, -700C, -800, and -900 series
2010-26-07		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2010-26-08		Boeing	767-200, -300, -300F, and -400ER series
2010-26-10	S 2006-05-09	Boeing	747-200C, -200F, -400, -400D, and -400F series
2010-26-12		Airbus	A321-211, -212, -231, and -232
2010-26-13		Bombardier	DHC-8-301, -311, and -315
Biweekly 2011-02			
2010-02-05		Airbus	See AD
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-24-06	S 2006-12-18	Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2011-01-01	S 2008-13-15	Embraer	EMB-135BJ
2011-01-02		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, 343, A340-211, -212, -213, -311, -312, and -313
2011-01-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2011-01-06	S 2007-02-22	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-01-07		328 Support Services GmbH	328-100 and -300
2011-01-09		B/E Aerospace	Appliance: Protective breathing equipment (PBE) units
2011-01-10		Bombardier	BD-700-1A10 and BD-700-1A11
2011-01-11		Boeing	MD-90-30
2011-01-12	S 2008-21-03	Boeing	737-300, -400, and -500 series
2011-01-13		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2011-01-15		Boeing	757-200, -200CB, and -300 series
2011-01-16		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-02-01		Boeing	MD-11 and MD-11F
2011-02-03		Boeing	757-200, -200PF, -200CB, and -300 series
Biweekly 2011-03			
2011-02-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2011-02-06		Boeing	767-300 series
2011-02-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-01	S 2005-25-05	Pratt & Whitney	JT8D-7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, and -17AR series

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Biweekly 2011-04			
2011-02-07	S 2010-12-10	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, CF6-50C2-F and CF6-50C2-R
2011-03-07		Fokker Services	F.28 Mark 1000, 2000, 3000, 4000, and F.28 Mark 0100
2011-03-08		Bombardier	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2011-03-09		Boeing	MD-90-30
2011-03-10	S 2005-20-32	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-03-11		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, and A300 C4-605R Variant F
2011-03-12		Hawker Beechcraft	400A and 400T
2011-03-13		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-03-14		Boeing	737-100, -200, -200C, -300, -400, -500 series, and 737-400 series
2011-04-02		Hamilton Sundstrand	Propeller: 247F series
Biweekly 2011-05			
2011-03-15		Boeing	767-200, -300, -300F, and -400ER series
2011-03-16		Cessna	750
2011-04-01		Fokker	F.28 Mark 0070 and 0100
2011-04-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 and 440)
2011-04-04	S 2005-18-02	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 turbofan
2011-04-05		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642
2011-04-06		Airbus	A340-211, -212, -213; A340-311, -312, -313; A340-541; A340-642
2011-04-07		Fokker	F.28 Mark 0070 and 0100
2011-04-08		Learjet	45
2011-04-10	S 2009-23-10	Boeing	737-300, -400, and -500 series
2011-05-03	S 2005-06-04	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-05-04	S 2008-23-19	Boeing	757-200, -200CB, -200PF, and -300 series
2011-05-05		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
Biweekly 2011-06			
98-09-27R1		Rolls-Royce plc	Engine: RB211-Trent 768, 772, and 772B turbofan
2011-04-09		Transport Category Airplanes	Transport Category Airplanes
2011-05-10		BAE Systems (Operations) Limited	ATP, HS 748 2A and series 2B
2011-05-11	S 2007-19-19	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-05-12		Boeing	777-200, -200LR, -300, and -300ER series
2011-05-13		Saab AB, Saab Aerosystems	SAAB 2000
2011-05-14		Bombardier	DHC-8-400, -401, and -402
2011-06-04		Airbus	A330-243F

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Biweekly 2011-07			
2011-06-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2011-06-05 2011-06-08	S 2007-18-52	Boeing Bombardier	737-600, -700, -700C, -800, -900, and -900ER series CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-06-09	S 2009-11-09	Airbus	A300 B4-601, A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R; A300 F4-605R, A300 F4-622R; and A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-06-11		Rolls-Royce plc	Engine: RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan
2011-06-12 2011-07-01	S 2009-04-17	Boeing General Electric	MD-90-30 Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B
2011-07-02	S 2005-02-03	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 series turbofan
Biweekly 2011-08			
2011-07-04		Boeing	DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A), DC-9-32F (C9-B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, and DC-9-51
2011-07-05 2011-07-06 2011-07-07 2011-07-08 2011-07-10 2011-07-11 2011-08-51	S 2010-10-18 E	Sigma Aero Seat Bombardier, Inc Fokker Services B.V. Airbus Bombardier, Inc. Dassault Aviation Boeing	Appliance: See AD CL-600-2B19 (Regional Jet Series 100 & 440) F.28 Mark 1000, 2000, 3000, and 4000 A340-211, -212, -213, -311, -312 and -313 BD-100-1A10 (Challenger 300) Mystere-Falcon 50 737-300, -400, and -500 series
Biweekly 2011-09			
2011-07-12 2011-08-02 2011-08-03 2011-08-04		Fokker Services B.V. Fokker Services B.V. Airbus Bombardier, Inc	F.27 Mark 050 F.27 Mark 050 A340-541 and -642 CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2011-08-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-08-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2011-08-10 2011-08-11	S 98-19-12 S 2005-13-19	Rolls-Royce plc BAE Systems (Operations) Limited	Engine: RB211-Trent 768-60 and RB211-Trent 772-60 turbofan BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-08-12		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, and -313
2011-09-01 2011-09-02 2011-09-03 2011-09-05 2011-09-06	S 2002-02-07	Airbus Saab AB, Saab Aerosystems Lockheed Martin Corp Boeing Airbus	A340-541, and -642 340A (SAAB/SF340A) and SAAB 340B 382, 382B, 382E, 382F, and 382G 777-200, -300, and -300ER series A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313

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Biweekly 2011-10			
2011-08-07		Rolls-Royce plc	Engine: 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
2011-09-07		Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61; RB211 Trent 768-60, 772-60, 772B-60; RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2011-09-10		Airbus	A300 B4-601, B4-603, B4-605R, C4-605R Variant F, and F4-605R airplanes, and A310-204 and -304
2011-09-11		Boeing	777-200 and -300 series
2011-09-12		Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, -315, DHC-8-401, and -402
2011-09-13		Airbus	A340-211, -212, -213, -311, -312, and -313
2011-09-14		Boeing	747-200B, -300, -400, -400D, and -400F series
2011-09-15		Boeing	777-200, -200LR, -300, and -300ER series
2011-09-17	S 2010-01-07	Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2011-09-18		Dassault Aviation	FALCON 7X
2011-10-01		Dassault Aviation	FALCON 7X
2011-10-04		Rolls-Royce plc	Engine: RB211-Trent 875-17, -Trent 877-17, -Trent 884-17, -Trent 884B-17, -Trent 892-17, -Trent 892B-17, and -Trent 895-17 turbofan
Biweekly 2011-11			
2011-08-51		Boeing	737-300, -400, and -500 series
2011-09-04		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2011-10-02		Boeing	747-400, 747-400D, and 747-400F series
2011-10-03		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, 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
2011-10-05		Airbus	A310-203, -204, -222, -304, -322, and -324
2011-10-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-07		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-08	S 98-26-01 S 91-13-01	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-10-10		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2011-10-14	S2010-24-08	Dassault Aviation	MYSTERE-FALCON 50
2011-10-15		Airbus	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
2011-10-17	S 2007-04-11 S 2007-20-03 S 2007-25-02	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, B4-203, A310-203, -204, -221, -222, -304, -322, -324, 325, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F
2011-11-02		Bombardier, Inc.	DHC-8-400, -401, and -402

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Biweekly 2011-12			
2010-24-13	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2011-07-06	COR	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-11-05	S 2007-15-05	Boeing	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2011-11-06	S 2002-03-10	BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-11-08		Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2011-12-01		Koito Industries, Ltd.	Appliance: Seats and seating systems
2011-12-51	E	Dassault Aviation	FALCON 7X
Biweekly 2011-13			
2009-18-19 R1		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343 series, A340-211, -212, -213, -311, -312, and -313 series
2011-12-05		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2011-12-06		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2011-12-09		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2011-12-11	S 2001-14-19	Boeing	767-200, -300, -300F series, 767-400ER series
2011-12-12		Boeing	MD-90-30
2011-12-13		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-12-14		Fokker Services B.V.	F.28 Mark 0070 and 0100
Biweekly 2011-14			
2011-08-09		Embraer	EMB-120, -120ER, -120FC, -120QC, and -120RT
2011-12-51		Dassault Aviation	FALCON 7X
2011-13-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan
2011-13-06		Bombardier, Inc.	DHC-8-400, -401, and -402
2011-13-07	S 2010-02-02	Dassault Aviation	FALCON 7X
2011-13-08		Bombardier, Inc.	DHC-8-400, -401, and -402
2011-13-09	S 2007-05-08	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2011-13-10	S 2009-11-13	Learjet Inc	45
2011-13-11	S 2007-06-18	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232

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AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2011-15

2011-09-09		Bombardier, Inc.	CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), and CL-600-2B16 (CL-604 Variants)
2011-12-13	COR	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-13-01		Rolls-Royce plc	Engine: RB211-524D4-19, -524D4-B-19, -524D4-39, -524D4-B-39, -524D4X-19, -524D4X-B-19, -524H-36, -524H2-19, -524H-T-36, -524H2-T-19, -524G2-19, -524G3-19, -524G2-T-19, and -524G3-T-19
2011-14-01		Airbus	A300 B4-601, B4-603, B4-620, B4-622; A300 B4-605R, B4-622R; A300 F4-605R, F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-14-03		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87) and MD-88
2011-14-04		Dassault Aviation	FALCON 7X
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-10		Airbus	A330-342
2011-14-11		Boeing	747-400 and -400D series
2011-14-12		Saab AB, Saab Aerosystems	SAAB 2000
2011-15-01		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-15-02	S 2008-20-01	Lockheed Martin	382, 382B, 382E, 382F, and 382G
2011-15-03	S 97-26-07	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SR, and 747SP series
2011-15-06		General Electric	Engine: GE90-76B; GE90-77B; GE90-85B; GE90-90B; and GE90-94B turbofan

Biweekly 2011-16

2011-14-06	S 2007-20-05	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2011-15-07		328 Support Services GmbH	328-100 and -300
2011-15-08		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2011-15-09	S 2011-05-14	Bombardier, Inc.	DHC-8-400, -401, and -402
2011-16-02		Boeing	747 and 767

Biweekly 2011-17

2011-09-09	Cor	Bombardier, Inc.	CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), CL-600-2B16 (CL-604 Variants), and CL-600-2B16 (CL-604 Variants)
2011-14-07		Pratt & Whitney	Engine: PW4074 and PW4077 turbofan
2011-16-01	S 2011-12-51	Dassault Aviation	FALCON 7X
2011-16-03		Airbus	See AD
2011-16-06		Boeing	747-400 and -400F series
2011-17-02		Airbus	A320-214, -232, and -233
2011-17-03		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2011-17-10		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2011-18			
2011-17-04		Bombardier	DHC-8-400, -401, and -402
2011-17-07	S 2006-09-07	M7 Aerospace LP Airbus	SA226-T, SA226-T(B), SA226-TC, SA226-AT A330-201, -202, -203, -223, -223F, -243, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2011-17-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2011-17-11		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2011-17-12		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and Model CL-600-2D24 (Regional Jet Series 900)
2011-17-16		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-311, -312, -313, A340-541 and -642
2011-18-01		General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, and CF6-50E2 series turbofan
2011-18-02		General Electric	Engine: CF34-10E2A1; CF34-10E5; CF34-10E5A1; CF34-10E6; CF34-10E6A1; CF34-10E7; and CF34-10E7-B turbofan
2011-18-03		Boeing	737-600, -700, -700C, -800, -900 series, 737-600, -700, -700C, -800, and -900 series
2011-18-05		Saab Ab, Saab Aerosystems	SAAB 2000
2011-18-08		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-18-51	E	Honeywell International, Inc.	Engine: TPE331
Biweekly 2011-19			
2005-25-10R1	R 2005-25-10	Dowty Propellers	Propeller: R321/4-82-F/8, R324/4-82-F/9, R333/4-82-F/12, and R334/4-82-F/13
2011-18-04		Embraer	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; ERJ 170-200 LR, -200 SU, -200; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW
2011-18-14		Embraer	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW
2011-18-18		Bombardier	DHC-8-400, -401, and -402
Biweekly 2011-20			
2011-08-07	COR	Rolls-Royce plc	Engine: 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
2011-17-17	S 2007-22-09	Bombardier	DHC-8-400, -401, and -402
2011-18-13	S 2008-10-51	328 Support Services GmbH	328-100 and -300
2011-18-15		Bombardier	DHC-8-400, -401, and -402
2011-18-17		Bombardier	DHC-8-400, -401, and -402
2011-18-20		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2011-18-22		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-18-23		Boeing	See AD
2011-19-01	S 2004-15-14	Airbus	See AD
2011-19-04	S 2009-17-04	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2011-20-02		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-20-03		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2011-21			
2011-18-10	S 2003-03-01	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2011-19-02		Dowty Propellers	Propellers: R212/4-30-4/22 and R251/4-30-4/49
2011-20-04		Gulfstream Aerospace LP	Galaxy and Gulfstream 200
2011-20-07	S 2010-17-05	Boeing	737-600, -700, -700C, -800, and -900 series
2011-20-09		Airbus	See AD
2011-20-10		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
Biweekly 2011-22			
2011-14-02	S 2006-24-04	Boeing	767-200, -300, -300F, and -400ER series
2011-17-05	S 90-01-10	Airbus	A300 B2-1C, A300 B2-203, A300 B2K-3C, A300-B4-103, A300 B4-203, and A300 B4-2C
2011-21-01		Fokker Services B.V.	F.27 Mark 050, 200, 300, 400, 500, 600, and 700 airplanes; and Fokker Services B.V. Model F.28 Mark 0070, 0100, 1000, 2000, 3000, and 4000
2011-21-02		Airbus	A330-243F
2011-21-03		Boeing	777-200, -200LR, -300, and -300ER series
2011-21-04	S 2006-12-16	Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2011-21-05		Aviointeriors S.p.A.	Appliance: Passenger seats
2011-21-06	S 2009-10-02	BAE Systems (Operations) Limited	4101
2011-21-07		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900)
2011-21-08		Sicma Aero Seat	Appliance: Passenger Seat Assemblies
2011-21-09	S 2007-25-15	Airbus	A300 B4-103, B4-203, and B4-2C
2011-21-14	S 2008-03-04	Airbus	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R, B4-622R, F4-605R, and F4-622R airplanes and A300 C4-605R Variant F
2011-21-15		Embraer	EMB-135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145MP, and -145EP
2011-22-01		Rolls-Royce Deutschland Ltd	Engine: BR700-710A1-10, BR700-710A2-20, BR700-710C4-11 and BR700-710C4-11
Biweekly 2011-23			
2011-21-17		General Electric Company	Engine: CT7-8A, CT7-8A1, CT7-8E, and CT7-8F5 turboshaft
2011-22-02		Airbus	See AD
2011-22-03		Rolls-Royce Corporation	Engine: AE 3007A, AE 3007A1/1, AE 3007A1, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3 turbofan
2011-22-04		Airbus	A310-203, A310-204, A310-221 A310-222, A310-304, A310-322, A310-324, and A310-325
2011-22-06		Bombardier, Inc.	CL-215-1A10; CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2011-22-07		Rolls-Royce	Engine: See AD
2011-23-05	S 2009-02-06 R1	Boeing	737-300, -400, -500 series
2011-23-06		Sicma Aero Seat	Appliance: See AD
2011-23-09		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
Biweekly 2011-24			
2011-23-04	S 2006-12-24	General Electric Company	Engine: See Ad
2011-23-07		Gulfstream Aerospace LP	G150, Galaxy, and 200
2011-23-08	S 2010-22-02	Bombardier Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2011-23-10		ATR-GIE Avions de Transport Regional	ATR42-200, -300, -320, -500, ATR72-101, -102, -201, -202, -211, -212, and -212A
2011-23-12		Rolls-Royce plc	Engine: RB211-524G2-19; -524G2-T-19; -524G3-19; 524G3-T-19; 524H2-19; -524H2-T-19; -524H-36; and -524H-T-36

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2011-25

2011-24-02		Gulfstream Aerospace	GV and GV-SP
2011-24-03		Bombardier	DHC-8-400, -401, and -402
2011-24-04		Mcdonnell Douglas	DC-10-10, DC-10-10F, and MD-10-10F
2011-24-05	S 2007-16-02	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2011-24-06	S 2010-10-22	BAE Systems (Operations)	BAe 146-100A, -200A, and -300A airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2011-24-09		Airbus	A340-211, -212, -213, -311, -312 and -313
2011-24-10		Bombardier	DHC-8-201, and -202
2011-24-11		Honeywell International	Engine: ALF502L-2C, ALF502R-3, ALF502R-3A, ALF502R-5, LF507-1F, and LF507-IH
2011-24-12	S 2010-01-09	Boeing	737-200, -200C, -300, -400, and -500 series

Biweekly 2011-26

2011-25-02		BRP-Powertrain GmbH & Co. KG	Engine: Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4
2011-25-06		Boeing	MD-11 and MD-11F
2011-25-07		BAE Systems (Operations) Limited	4101
2011-25-08		International Aero Engines	Engine: V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2011-25-09		Pratt & Whitney Division	Engine: See AD
2011-25-10		Pratt & Whitney Corp	Engine: JT9D-7R4H1
2011-25-11	S 2008-09-07	Boeing	757-200, 757-200PF, 757-200CB, 757-300, 767-200, 767-300, and 767-300F series
2011-26-03	S 2010-24-12	Boeing	777-200, -200LR, -300, and -300ER



2011-25-02 BRP-Powertrain GmbH & Co. KG (formerly BRP-Rotax GmbH & Co KG, Bombardier-Rotax GmbH & Co. KG, and Bombardier-Rotax GmbH): Amendment 39-16878; Docket No. FAA-2011-1299; Directorate Identifier 2011-NE-40-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 22, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to BRP-Powertrain GmbH & Co. KG Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 reciprocating engines, with the following part number (P/N) 888164 crankshafts installed.

Table 1—Affected P/N 888164 Crankshaft Serial Nos. (S/Ns)

S/Ns 40232 through 40267 inclusive.

S/Ns 40293 through 40374 inclusive.

S/Ns 40408 through 40433 inclusive.

S/Ns 40435 through 40507 inclusive.

(d) Reason

This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

During a production process review, a deviation in the manufacturing process of certain part number (P/N) 888164 crankshafts has been detected, which may have resulted in a latent defect. This condition, if not corrected, could lead to crack formation on the power takeoff side of the crankshaft journal, possibly resulting in failure of the crankshaft support bearing, in-flight engine shutdown and forced landing, damage to the aeroplane and injury to the occupants.

We are issuing this AD to prevent in-flight failure of the engine and forced landing.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) Within 4 flight hours after the effective date of this AD, clean and fluorescent-penetrant-inspect the crankshaft for cracks, in accordance with the Accomplishment Instructions paragraphs 3.1)4., 3.1)6., and Figure 1 of BRP-Powertrain GmbH & Co. KG, Rotax Aircraft Engines, Mandatory

Alert Service Bulletins (ASB) Nos. ASB-912-059 and ASB 914-042 (combined in one document), dated November 15, 2011.

(2) If any crack is found, remove the crankshaft from service.

(f) Installation Prohibition

(1) After the effective date of this AD, do not install an engine having an affected P/N 888164 crankshaft installed, listed in Table 1 of this AD, on any airplane, unless the crankshaft has passed the inspection specified in paragraph (e)(1) of this AD.

(2) After the effective date of this AD, do not install an affected P/N 888164 crankshaft listed in Table 1 of this AD, in any engine, unless the crankshaft has passed the inspection specified in paragraph (e)(1) of this AD.

(g) FAA AD Differences

None.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(i) Related Information

(1) Refer to MCAI European Aviation Safety Agency AD 2011-0222-E, dated November 15, 2011, for related information.

(2) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: alan.strom@faa.gov; phone: (781) 238-7143; fax: (781) 238-7199, for more information about this AD.

(j) Material Incorporated by Reference

You must use BRP-Powertrain GmbH & Co. KG, Rotax Aircraft Engines, Mandatory Alert Service Bulletins Nos. ASB 912-059 and ASB 914-042 (combined in one document), dated November 15, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact BRP-Powertrain GmbH & Co. KG, Welser Strasse 32, A-4623 Gunskirchen, Austria, or go to: <http://www.rotax-aircraft-engines.com>.

(3) You may review copies of the service information at the FAA, New England Region, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call (781) 238-7125.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on November 29, 2011.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-25-06 The Boeing Company: Amendment 39-16882; Docket No. FAA-2011-0649; Directorate Identifier 2011-NM-076-AD.

(a) Effective Date

This AD is effective January 17, 2012.

(b) Affected ADs

None.

(c) Applicability

The Boeing Company Model MD-11 and MD-11F airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin MD11-55-027, dated March 17, 2011.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5510: Horizontal stabilizer structure.

(e) Unsafe Condition

This AD was prompted by a report that the rub strips attached to the horizontal stabilizer front spar access door location were manufactured improperly using anodized aluminum. We are issuing this AD to prevent inadequate electrical bonding between the 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 a lightning strike.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Installation

Within 60 months after the effective date of this AD, replace the anodized rub strips with new alodined rub strips, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin MD11-55-027, dated March 17, 2011.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office (ACO), Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information

directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(i) Related Information

For more information about this AD, contact Philip Kush, Aerospace Engineer, Propulsion Branch, ANM-140L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, California 90712-4137; phone: (562) 627-5263; fax: (562) 627-5210; email: philip.kush@faa.gov.

(j) Material Incorporated by Reference

You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) Boeing Special Attention Service Bulletin MD11-55-027, dated March 17, 2011, approved for IBR January 17, 2012,

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, California 90846-0001; phone: (206) 544-5000, extension 2; fax: (206) 766-5683; email: dse.boecom@boeing.com; Internet: <https://www.myboeingfleet.com>.

(3) You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call (425) 227-1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on November 23, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2011-25-07 BAE Systems (Operations) Limited: Amendment 39-16883. Docket No. FAA-2011-0911; Directorate Identifier 2010-NM-248-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 17, 2012.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all BAE Systems (Operations) Limited Model 4101 airplanes, certificated in any category.

Subject

- (d) Air Transport Association (ATA) of America Code 52: Doors.

Reason

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

A door failure mode has been reported by an operator.

Investigation has shown that the passenger/crew entry door pin-guide plates can fail prior to the expected fatigue life. A metallurgical examination of the failed component (lower guide plate) concluded that the occurred failure was due to exfoliation corrosion.

The current inspection regime is not adequate to identify early stages of this corrosion.

This condition, if not corrected, can lead to the sudden depressurisation of the aeroplane and consequently may injure the occupants.

* * * * *

Compliance

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

Actions

(g) Within 6 months after the effective date of this AD, do an ultrasonic inspection of the passenger/crew door upper and lower guide plates for a split caused by exfoliation corrosion, in accordance with the Accomplishment Instructions of BAE SYSTEMS (Operations) Limited Service Bulletin J41-52-064, dated September 15, 2009. Repeat the ultrasonic inspection, thereafter, at intervals not to exceed 48 months.

(h) If a split caused by exfoliation corrosion of an area of 78mm² (0.12 in.²) or greater is found during any ultrasonic inspection required by paragraph (g) of this AD: Before further flight, replace any affected guide plates with a serviceable guide plate, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-52-064, dated September 15, 2009.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1175; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

Related Information

(j) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0179, dated August 30, 2010; and BAE Systems (Operations) Limited Service Bulletin J41-52-064, dated September 15, 2009; for related information.

Material Incorporated by Reference

(k) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) BAE Systems (Operations) Limited Service Bulletin J41-52-064, dated September 15, 2009, approved for IBR January 17, 2012.

(2) For BAE Systems (Operations) Limited service information identified in this AD, contact Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland,

United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; email RApublications@baesystems.com; Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call (425) 227-1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on November 23, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2011-25-08 International Aero Engines: Amendment 39-16884; Docket No. FAA-2010-0494; Directorate Identifier 2010-NE-20-AD.

(a) Effective Date

This AD is effective January 17, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to International Aero Engines (IAE) V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines.

(d) Unsafe Condition

This AD results from three reports received of high-pressure turbine (HPT) case burn-through events. There have also been numerous shop reports of loss of stage 1 blade outer air seal segments, and HPT case bulging. We are issuing this AD to prevent HPT case burn-through, uncontrolled under-cowl engine fire, and damage to the airplane.

(e) Compliance

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

(2) For engines that have incorporated IAE Service Bulletin (SB) No. V2500-ENG-72-0483, Revision 3 or earlier, or IAE SB No. V2500-ENG-72-0542, Revision 1 or earlier, no further action is required.

(f) Borescope Inspections

(1) Perform 360 degree borescope inspections of the HPT stage 1 blade outer air seal segments for evidence of the distress conditions listed in Appendix D of IAE SB No. V2500-ENG-72-0580, Revision 3, dated August 23, 2011.

(2) For V2525-D5 and V2528-D5 turbofan engines:

(i) Inspect within 1,000 operating hours after the engine meets all criteria as defined in Table 1 of this AD, or within 600 operating hours after the effective date of this AD, whichever is greater.

(ii) Thereafter, re-inspect within every 1,000 operating hours or as defined in Appendix D of IAE SB No. V2500-ENG-72-0580, Revision 3, dated August 23, 2011, whichever is less.

(iii) Use Accomplishment Instructions paragraphs 3.B.(1) through 3.B.(3), and Appendices A through D of IAE SB No. V2500-ENG-72-0580, Revision 3, dated August 23, 2011, to do these inspections.

(3) For V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines:

(i) Inspect within 1,200 operating hours after the engine meets all criteria as defined in Table 1 of this AD, or within 600 operating hours after the effective date of this AD, whichever is greater.

(ii) Thereafter, re-inspect within every 1,200 operating hours or as defined in Appendix D of IAE SB No. V2500-ENG-72-0580, Revision 3, dated August 23, 2011, whichever is less.

(iii) Use Accomplishment Instructions paragraphs 3.A.(1) through 3.A.(3), and Appendices A through D of IAE SB No. V2500-ENG-72-0580, Revision 3, dated August 23, 2011, to do these inspections.

Table 1–Stage 1 Blade Outer Air Seal Segment Inspection Compliance Criteria

Engine model	Stage 1 blade outer air seal segments hours-since-new or since-last-repair (greater than)	Stage 1 blade outer air seal segments cycles-since-new or since-last-repair (greater than)	Exhaust gas temperature margin degrees Celsius (less than)
A1	6,000	3,800	45
A5	6,000	3,500	45
D5	5,000	3,500	45

(4) Exhaust Gas Temperature Margin is defined as the expected margin during a sea-level takeoff on a 30-degree Celsius Outside Air Temperature Day. Guidance on how to calculate EGT margin can be found in IAE SIL 057. EGT margin smoothed data (data averaged over 6 consecutive flights) is to be compared with the criteria in Table 1. If a gap in EGT data exists due to temporary loss of data, you may use linear interpolation. Calculate operating hours from the point when all criteria exceed the requirements in Table 1.

(5) Except as provided below, the inspection of paragraphs (f)(2)(i) through (f)(2)(iii) and (f)(3)(i) through (f)(3)(iii) must be performed after all the criteria in Table 1 are satisfied; regardless of subsequent EGT margin calculations or engine rating changes. Temporary EGT margin excursions below the criteria in Table 1 that are corrected with simple troubleshooting methods (e.g., LRU (line replaceable unit) replacement or correction of a measurement error) do not constitute satisfying the criteria in Table 1.

(g) Mandatory Terminating Action

(1) As terminating action to the repetitive 360 degree borescope inspections required in paragraphs (f)(2)(ii) and (f)(3)(ii) above, install improved durability stage 1 blade outer air seal segments at the next HPT module subassembly exposure, which is defined as separation of the HPT module mating flanges.

(i) For V2500-A1 turbofan engines, use paragraphs 1.B., Concurrent Requirements, and paragraphs 3.(1)(a), 3.(1)(b)(iii), and 3.(2)(a) of the Accomplishment Instructions of IAE SB No. V2500-ENG-72-0542, Revision 1, dated January 7, 2009, to do the installation.

(ii) For V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines, use paragraphs 1.B., Concurrent Requirements, and paragraphs 3.(1)(a), 3.(1)(b), 3.(1)(c)(ii), and 3.(2)(a) of the Accomplishment Instructions of IAE SB No. V2500-ENG-72-0483, Revision 3, dated January 7, 2009, to do the installation.

(iii) Both IAE SBs No. V2500-ENG-72-0542, Revision 1, and SB No. V2500-ENG-72-0483, Revision 3, require modification of the stage 1 HPT support assembly before installing the new blade outer air seal segments. You must complete the modification using those SBs, as applicable to the appropriate engine model, to properly perform the mandatory terminating action of this AD.

(h) Alternative Methods of Compliance

The Manager, Engine Certification Office, may approve alternative methods of compliance for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(i) Related Information

(1) For more information about this AD, contact Carlos Fernandes, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7189; fax: (781) 238-7199; email: carlos.fernandes@faa.gov.

(2) Contact International Aero Engines AG, 628 Hebron Avenue Suite 400, Glastonbury, CT 06033; phone: (860) 368-3700; fax: (860) 368-4600; email: iaefinfo@iae2500.com; Web site: <https://www.iaeworld.com>; for a copy of the service information referenced in this AD.

(j) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(i) International Aero Engines (IAE) SB No. V2500-ENG-72-0580, Revision 3, dated August 23, 2011, approved for IBR January 17, 2012.

(ii) IAE SB No. V2500-ENG-72-0542, Revision 1, dated January 7, 2009, approved for IBR January 17, 2012.

(iii) IAE SB No. V2500-ENG-72-0483, Revision 3, dated January 7, 2009, approved for IBR January 17, 2012.

(2) For service information identified in this AD, contact International Aero Engines AG, 628 Hebron Avenue, Suite 400, Glastonbury, CT 06033; phone: (860) 368-3700; fax: (860) 368-4600; email: iaefinfo@iae2500.com; Web site: <https://www.iaeworld.com>.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7125.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, MA, on November 30, 2011.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-25-09 Pratt & Whitney Division: Amendment 39-16885; Docket No. FAA-2011-0733; Directorate Identifier 2010-NE-36-AD.

(a) Effective Date

This AD is effective January 10, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Pratt & Whitney Division (PW) turbofan engines, with high-pressure turbine (HPT) stage 1 airseal, part number (P/N) 50L879; HPT stage 2 airseal, P/N 53L030; or HPT stage 1 airseal ring, P/N 50L664, installed:

(1) PW4000-100" Engines

PW4000-100" engine models PW4164, PW4164C, PW4164C/B, PW4168, and PW4168A.

(2) PW4000-94" Engines

(i) PW4000-94" engine models PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4156A, PW4158, PW4160, PW4460, and PW4462 that have incorporated either Engineering Change Numbers EC92KK322G, H, I, J, and K, or one of the following PW Service Bulletins (SBs): PW4ENG 72-490, PW4ENG 72-504, PW4ENG 72-512, PW4ENG 72-572, PW4ENG 72-588, PW4ENG 73-150; as indicated with a (-3), (-3A), or (-3B) suffix on the engine data plate.

(ii) PW4000-94" engine models PW4050, PW4052, PW4056, PW4152, PW4156, and PW4650 that have incorporated either Engineering Change Numbers EC92KK322G, H, I, J, and K, or one of the following PW SBs: PW SB PW4ENG 72-490, PW4ENG 72-504, PW4ENG 72-512, PW4ENG 72-572, PW4ENG 72-588, PW4ENG 73-150; as indicated with a (-3), (-3A), or (-3B) suffix on the engine data plate.

(d) Unsafe Condition

This AD was prompted by an updated low-cycle fatigue (LCF) life analysis performed by PW. We are issuing this AD to prevent failure of these parts, which could lead to an uncontained engine failure and damage to the airplane.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(f) Removing From Service, the Stage 1 HPT Airseal, P/N 50L879

Remove the stage 1 HPT airseal, P/N 50L879, at the next piece-part exposure after the effective date of this AD or before accumulating the number of cycles listed in Table 1 of this AD, whichever occurs later.

Table 1—Removal of Stage 1 HPT Airseals, P/N 50L879, by Cycles-Since-New (CSN)

For engine model	Remove stage 1 HPT airseal by
(1) Listed in paragraph (c)(1) of the Applicability Section of this AD	12,600 CSN.
(2) Listed in paragraph (c)(2)(i) of the Applicability Section of this AD	13,900 CSN.
(3) Listed in paragraph (c)(2)(ii) of the Applicability Section of this AD	18,900 CSN.

(g) Removing From Service, the Stage 2 HPT Airseal, P/N 53L030

Remove the stage 2 HPT airseal, P/N 53L030, at the next piece-part exposure after the effective date of this AD or before accumulating the number of cycles listed in Table 2 of this AD, whichever occurs later.

Table 2—Removal of Stage 2 HPT Airseals, P/N 53L030, by CSN

For engine model	Remove stage 2 HPT airseal by
(1) Listed in paragraph (c)(1) of the Applicability Section of this AD	13,900 CSN.
(2) Listed in paragraph (c)(2)(i) of the Applicability Section of this AD	13,800 CSN.
(3) Listed in paragraph (c)(2)(ii) of the Applicability Section of this AD	15,900 CSN.

(h) Removing From Service, the Stage 1 HPT Airseal Ring, P/N 50L664

Remove the stage 1 HPT airseal ring, P/N 50L664, at the next piece-part exposure after the effective date of this AD or before accumulating the number of cycles listed in Table 3 of this AD, whichever occurs later.

Table 3—Removal of Stage 1 HPT Airseal Ring, P/N 50L664, by CSN

For engine model	Remove stage 1 HPT airseal ring by
(1) Listed in paragraph (c)(2)(i) of the Applicability Section of this AD	14,800 CSN.
(2) Listed in paragraph (c)(2)(ii) of the Applicability Section of this AD	16,800 CSN.

(i) Installation Prohibition

After the effective date of this AD, do not install any stage 1 HPT airseal, P/N 50L879, stage 2 HPT airseal, P/N 53L030, or stage 1 HPT airseal ring, P/N 50L664, that is at piece-part exposure and exceeds the new life limit listed in Table 1, Table 2, or Table 3 of this AD.

(j) Definitions

For the purpose of this AD, piece-part exposure means that the part is completely disassembled and removed from the engine.

(k) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(l) Related Information

For more information about this AD, contact James Gray, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7742; fax: (781) 238-7199; email: james.e.gray@faa.gov.

(m) Material Incorporated by Reference

None.

Issued in Burlington, MA, on November 30, 2011.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-25-10 Pratt & Whitney Corp: Amendment 39-16886; Docket No. FAA-2011-0731; Directorate Identifier 2010-NE-39-AD.

(a) Effective Date

This AD is effective January 17, 2012.

(b) Affected ADs

None.

(c) Applicability

Pratt & Whitney Corp (PW) JT9D-7R4H1 turbofan engines with a high-pressure compressor (HPC) shaft, part number (P/N) 808070 or 808071, installed.

(d) Unsafe Condition

This AD was prompted by reports of cracks in five HPC shafts. We are issuing this AD to correct the unsafe condition on these products.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done.

(f) Engines With an HPC Shaft, P/N 808071, That Has More Than 4,500 Cycles-Since-New (CSN)

For engines with an HPC shaft, P/N 808071, that has more than 4,500 CSN on the effective date of this AD, remove the HPC shaft from service within 500 cycles-in-service (CIS) after the effective date of the AD or at piece-part exposure, whichever occurs first.

(g) Engines With an HPC Shaft, P/N 808071, That Has 4,500 or Fewer CSN

For engines with an HPC shaft, P/N 808071, that has 4,500 or fewer CSN on the effective date of this AD, remove the HPC shaft from service before exceeding 5,000 CSN.

(h) Engines With an HPC Shaft, P/N 808070, Removal From Service

For engines with an HPC shaft, P/N 808070, remove the HPC shaft, P/N 808070, from service before exceeding 1,200 CSN.

(i) Installation Prohibition

(1) After the effective date of this AD, do not install or reinstall into any engine any HPC shaft removed in accordance with paragraphs (f), (g), or (h) of this AD.

(2) After the effective date of this AD, do not install or reinstall into any JT9D-7R4H1 engine:

(i) Any HPC shaft, P/N 808071, that is at piece-part exposure and exceeds the new lower life limit of 5,000 CSN, or

(ii) Any HPC shaft, P/N 808070, that is at piece-part exposure and exceeds the new lower life limit of 1,200 CSN.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(k) Related Information

For more information about this AD, contact Stephen K. Sheely, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7750; fax: (781) 238-7199; email: stephen.k.sheely@faa.gov.

(l) Material Incorporated by Reference

None.

Issued in Burlington, MA, on November 29, 2011.

Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-25-11 The Boeing Company: Amendment 39-16887; Docket No. FAA-2011-0382; Directorate Identifier 2010-NM-063-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 17, 2012.

(b) Affected ADs

This AD supersedes AD 2008-09-07, Amendment 39-15488 (73 FR 21811, April 23, 2008).

(c) Applicability

This AD applies to all The Boeing Company 757-200, 757-200PF, 757-200CB, 757-300, 767-200, 767-300, and 767-300F series airplanes; certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 31: Instruments.

(e) Unsafe Condition

This AD was prompted by an error in the operating program software (OPS) of the engine indication and crew alerting system (EICAS). The error prevents the display of an advisory message to the flightcrew of a left engine fuel filter contamination and imminent bypass condition, which may indicate an imminent multiple engine thrust loss or engine malfunction event due to fuel contamination. We are issuing this AD to prevent malfunction and thrust loss on both engines, which could result in a forced off-airport landing.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

Restatement of Requirements of AD 2008-09-07, Amendment 39-15488 (73 FR 21811, April 23, 2008), With No Changes

(g) Revision of Airplane Flight Manual (AFM)

Except as provided by paragraphs (h) and (i) of this AD: Within 30 days after May 8, 2008 (the effective date of AD 2008-09-07, Amendment 39-15488 (73 FR 21811, April 23, 2008)), revise the Limitations section of the applicable AFM to include the following. This may be done by inserting a copy of this AD into the AFM.

"If the STATUS cue shows while on the ground after engine start or during flight, select the status page on the secondary EICAS display, and verify the "L ENG FUEL FILT" message is not shown. If the "L ENG FUEL FILT" message is not shown on the status page, the secondary engine parameters may be reselected on the secondary EICAS display, or the display may be blanked. If the "L ENG FUEL FILT" message is shown on the status display, accomplish the ENGINE FUEL FILTER non-normal checklist as published in the Boeing Quick Reference Handbook. If on the ground, check the Dispatch Deviations Guide (DDG), or operator equivalent.

In the event that the status level "L ENG FUEL FILT" and advisory level "R ENG FUEL FILT" messages are simultaneously shown, an impending fuel filter bypass condition exists on both engines. With both messages shown, airplane fuel system contamination may be present and may result in erratic engine operation or flameout.

Further flight crew action in response to either or both the "L ENG FUEL FILT" status-level message and the "R ENG FUEL FILT" advisory level messages being shown are not established by Boeing or the FAA. Any further flight crew action should be determined by individual operator policy.

Boeing policy on flight crew use of status-level messages has not changed. After engine start, any condition having an adverse effect on safe continuation of the flight appears as an EICAS alert message (Warning, Caution, or Advisory). If other status-level messages are shown as a consequence of complying with these temporary operating instructions, the flight crew should respond in accordance with the appropriate operator policy.

Dispatch of the airplane with an inoperative EICAS display unit is prohibited."

(h) Exception to AFM Limitations Requirement

If all affected airplanes in an operator's fleet have been verified by the operator to have EICAS computer part number S242N701-1001 and only EICAS OPS versions other than Version 6 software that are FAA approved for that airplane, then accomplishment of the actions specified in paragraph (g) of this AD is not required.

New Requirements of This AD

(i) EICAS OPS Installation

Except as provided by paragraph (k) of this AD: Within 90 days after the effective date of this AD, install EICAS OPS Version 7 in the left and right EICAS computers, in accordance with the applicable service information specified in paragraph (i)(1) or (i)(2) of this AD. Accomplishment of the applicable requirements of paragraphs (i) and (j) of this AD terminates the requirements of paragraph (g) of this AD, provided that those actions have been accomplished on all airplanes operated within an operator's fleet.

(1) For Model 757 airplanes: Use Boeing Special Attention Service Bulletin 757-31-0192, dated September 11, 2009.

(2) For Model 767-200, -300, and -300F series airplanes: Use Boeing Special Attention Service Bulletin 767-31-0267, dated September 11, 2009.

(j) Concurrent Requirements

For airplanes subject to the requirements of paragraph (i) of this AD: Before or concurrently with accomplishment of the requirements of paragraph (i) of this AD, do the applicable actions specified in paragraphs (j)(1) through (j)(12) of this AD.

(1) For Model 757-200, 757-200CB, 757-200PF series airplanes, as identified in Boeing Service Bulletin 757-31-0104, dated December 5, 2002: Install EICAS OPS Version 5, in accordance with Boeing Service Bulletin 757-31-0104, dated December 5, 2002.

(2) For Model 757-300 series airplanes, as identified in Boeing Service Bulletin 757-31-0105, dated December 5, 2002: Install EICAS OPS Version 5, in accordance with Boeing Service Bulletin 757-31-0105, dated December 5, 2002.

(3) For Model 767-200 and -300 airplanes, as identified in Boeing Service Bulletin 767-23-0159, Revision 2, dated January 11, 2007: Change wires from the audio accessory unit (AAU) on the E2-5 shelf to the bell chime module in the warning electronics unit (WEU) (P51), in accordance with Boeing Service Bulletin 767-23-0159, Revision 2, dated January 11, 2007.

(4) For Model 767-300 series airplanes, as identified in Boeing Special Attention Service Bulletin 767-23-0160, dated May 31, 2001: Replace the AAU with a new or serviceable unit, in accordance with Boeing Special Attention Service Bulletin 767-23-0160, dated May 31, 2001.

(5) For Model 767-300 series airplanes, as identified in Boeing Service Bulletin 767-23-0167, dated February 28, 2002: Replace the AAU with a new or serviceable unit, in accordance with Boeing Service Bulletin 767-23-0167, dated February 28, 2002.

(6) For Model 767-200 and 767-300 series airplanes, as identified in Boeing Service Bulletin 767-23-0164, dated May 31, 2001: Replace the pilots' handset on the P8 panel, replace 5 attendant handsets, and replace the AAU on the E2-5 shelf in the main equipment center, as applicable; in accordance with Boeing Service Bulletin 767-23-0164, dated May 31, 2001.

(7) For Model 767-200, 767-300, and 767-300F series airplanes, as identified in Boeing Service Bulletin 767-31-0091, Revision 4, dated July 7, 2005: Replace the left and right EICAS computers in the E8 rack, make wire changes in the E8 shelf, change the left and right EICAS computer connector keying on the E8 shelf, and load operational program configuration (OPC) software into both left and right EICAS computers; in accordance with Boeing Service Bulletin 767-31-0091, Revision 4, dated July 7, 2005. These actions are also required by AD 2004-10-05, Amendment 39-13635 (69 FR 28051, May 18, 2004).

(8) For Model 767-200 and 767-300 series airplanes, as identified in Boeing Service Bulletin 767-31-0098, including Appendixes A, B, and C, Revision 2, dated October 21, 1999: Replace the left and right EICAS computers in the E8 rack, make wire changes in the E8 shelf, change the left and right EICAS computer connector keying on the E8 shelf, and load OPC software into both left and right EICAS computers; in accordance with Boeing Service Bulletin 767-31-0098, including Appendixes A, B, and C, Revision 2, dated October 21, 1999. These actions are also required by AD 2004-10-05 (69 FR 28051, May 18, 2004).

(9) For Model 767-300 series airplanes, as identified in Boeing Service Bulletin 767-31-0099, including Appendixes A, B, and C, Revision 3, dated February 8, 2001: Replace the left and right EICAS computers in the E8 rack, make wire changes in the E8 shelf, change the left and right EICAS computer connector keying on the E8 shelf, and load OPC software into both left and right EICAS computers; in accordance with Boeing Service Bulletin 767-31-0099, including Appendixes A, B, and C, Revision 3, dated February 8, 2001. These actions are also required by AD 2004-10-05 (69 FR 28051, May 18, 2004).

(10) For Model 767-200 and 767-300 series airplanes, as identified in Boeing Service Bulletin 767-31-0100, including Appendixes A, B, and C, Revision 2, dated July 29, 1999: Replace the left and right EICAS computers in the E8 rack, make wire changes in the E8 shelf, change the left and right EICAS computer connector keying on the E8 shelf, and load OPC software into both left and right EICAS computers; in accordance with Boeing Service Bulletin 767-31-0100, including

Appendixes A, B, and C, Revision 2, dated July 29, 1999. These actions are also required by AD 2004-10-05 (69 FR 28051, May 18, 2004).

(11) For Model 767-200 and 767-300 series airplanes, as identified in Boeing Service Bulletin 767-31-0101, including Appendixes A, B, and C, dated July 6, 2000: Replace the left and right EICAS computers in the E8 rack, make wire changes in the E8 shelf, change the left and right EICAS computer connector keying on the E8 shelf, and load OPC software into both left and right EICAS computers; in accordance with Boeing Service Bulletin 767-31-0101, including Appendixes A, B, and C, dated July 6, 2000. These actions are also required by AD 2004-10-05 (69 FR 28051, May 18, 2004).

(12) For Model 767-200, 767-300, and 767-300F series airplanes, as identified in the table in paragraph 3.D. of Boeing Service Bulletin 767-31-0114, Revision 1, dated June 8, 2000: Install EICAS OPC software, as applicable, in accordance with Boeing Service Bulletin 767-31-0114, Revision 1, dated June 8, 2000.

(k) Exception to OPS Installation Requirement

For any airplane verified by the operator to have EICAS computer part number S242N701-1001 and only EICAS OPS versions other than Version 6 software that are FAA approved for that airplane, the actions specified in paragraphs (i) and (j) of this AD are not required.

(l) Parts Installation

As of the effective date of this AD, no person may install EICAS OPS Version 6 software on any airplane.

(m) Credit for Actions Accomplished in Accordance With Previous Service Information

Accomplishment before the effective date of this AD of the actions specified in a service bulletin identified in table 1 of this AD is acceptable for compliance with the applicable requirements of paragraph (j) of this AD, except as noted.

Table 1—Credit Service Bulletins

Boeing Service Bulletin –	Revision –	Dated –	Airplanes excluded from compliance approval –
767-23-0159	1	December 5, 2002	No exceptions
767-31-0091	1	February 4, 1999	Acceptable except for airplanes VN634, VN635, VH171, VN172, VF251, and VN198
767-31-0091	2	February 24, 2000	Acceptable except for airplane VN198
767-31-0091	3	April 27, 2000	No exceptions
767-31-0098	---	August 27, 1998	Acceptable except for airplanes VB051 through VB054, VN307 through VN314, VN676, and VK046 through VK054
767-31-0098	1	February 4, 1999	Acceptable except for airplanes VB051 through VB054, VN307 through VN314, VN676, and VK046 through VK054

767-31-0099	---	August 6, 1998	Acceptable only for airplanes VL871 through VL873
767-31-0099	1	February 4, 1999	Acceptable only for airplanes VL871 through VL873
767-31-0099	2	June 17, 1999	acceptable only for airplanes VL871 through VL873
767-31-0100	---	August 20, 1998	No exceptions
767-31-0100	1	February 4, 1999	No exceptions
767-31-0114	---	March 18, 1999	Acceptable except for airplanes VL891 through VL910, VR201 through VR206, and VW701 through VW721

(n) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(o) Related Information

For more information about this AD, contact Rebel Nichols, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 917-6509; fax (425) 917-6590; email: rebel.nichols@faa.gov.

(p) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(i) Boeing Special Attention Service Bulletin 757-31-0192, dated September 11, 2009, approved for IBR January 17, 2012.

(ii) Boeing Special Attention Service Bulletin 767-31-0267, dated September 11, 2009, approved for IBR January 17, 2012.

(iii) Boeing Service Bulletin 757-31-0104, dated December 5, 2002, approved for IBR January 17, 2012.

(iv) Boeing Service Bulletin 757-31-0105, dated December 5, 2002, approved for IBR January 17, 2012.

(v) Boeing Service Bulletin 767-23-0159, Revision 2, dated January 11, 2007, approved for IBR January 17, 2012.

(vi) Boeing Special Attention Service Bulletin 767-23-0160, dated May 31, 2001, approved for IBR January 17, 2012.

(vii) Boeing Service Bulletin 767-23-0164, dated May 31, 2001, approved for IBR January 17, 2012.

(viii) Boeing Service Bulletin 767-23-0167, dated February 28, 2002, approved for IBR January 17, 2012.

(ix) Boeing Service Bulletin 767-31-0091, Revision 4, dated July 7, 2005, approved for IBR January 17, 2012.

(x) Boeing Service Bulletin 767-31-0098, including Appendixes A, B, and C, Revision 2, dated October 21, 1999, approved for IBR January 17, 2012.

(xi) Boeing Service Bulletin 767-31-0099, including Appendixes A, B, and C, Revision 3, dated February 8, 2001, approved for IBR January 17, 2012.

(xii) Boeing Service Bulletin 767-31-0100, including Appendixes A, B, and C, Revision 2, dated July 29, 1999, approved for IBR January 17, 2012.

(xiii) Boeing Service Bulletin 767-31-0101, including Appendixes A, B, and C, dated July 6, 2000, approved for IBR January 17, 2012.

(xiv) Boeing Service Bulletin 767-31-0114, Revision 1, dated June 8, 2000, approved for IBR January 17, 2012.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone (206) 544-5000, extension 1; fax (206) 766-5680; email me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call (425) 227-1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on November 29, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2011-26-03 The Boeing Company: Amendment 39-16893; Docket No. FAA-2011-1317; Directorate Identifier 2011-NM-193-AD.

(a) Effective Date

This AD is effective January 3, 2012.

(b) Affected ADs

This AD supersedes AD 2010-24-12, amendment 39-16531 (75 FR 78588, December 16, 2010).

(c) Applicability

This AD applies to The Boeing Company airplanes, certificated in any category, as identified in the applicable service information specified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD.

(1) For Model 777-200, -300, and -300ER airplanes: Boeing Service Bulletin 777-57A0050, Revision 2, dated May 14, 2009.

(2) For Model 777-200 and -300 airplanes: Boeing Alert Service Bulletin 777-57A0051, dated May 15, 2006.

(3) For Model 777-200, -300, and -300ER airplanes: Boeing Alert Service Bulletin 777-57A0057, Revision 1, dated August 2, 2007.

(4) For Model 777-200, -200LR, -300, and -300ER airplanes: Boeing Alert Service Bulletin 777-57A0059, dated October 30, 2008.

Note 1: Operators should consider any reference to Model 777-200ER airplanes identified in the service information specified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, as applicable, to be to the Model 777-200 airplanes designated by the type certificate data sheet.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57: Wings.

(e) Unsafe Condition

This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent electrical arcing on the fuel tank boundary structure or inside the main and center fuel tanks, which could result in a fire or explosion.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

Restatement of Requirements of AD 2010-24-12, Amendment 39-16531 (75 FR 78588, December 16, 2010)

(g) Corrective Actions (Installing Teflon Sleeving, Cap Sealing, One-Time Inspection)

Within 60 months after January 20, 2011 (the effective date of AD 2010-24-12, amendment 39-16531 (75 FR 78588, December 16, 2010)), do the applicable actions specified in paragraph (g)(1), (g)(2), (g)(3), or (g)(4) of this AD.

(1) For airplanes identified in Boeing Service Bulletin 777-57A0050, Revision 2, dated May 14, 2009: Install Teflon sleeving under the clamps of certain wire bundles routed along the fuel tank boundary structure and cap seal certain penetrating fasteners of the fuel tanks, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-57A0050, Revision 2, dated May 14, 2009.

(2) For airplanes identified in Boeing Alert Service Bulletin 777-57A0051, dated May 15, 2006: Cap seal certain penetrating fasteners of the fuel tanks, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0051, dated May 15, 2006.

(3) For airplanes identified in Boeing Alert Service Bulletin 777-57A0057, Revision 1, dated August 2, 2007: Do a general visual inspection to determine if certain fasteners are cap sealed and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0057, Revision 1, dated August 2, 2007. Do all applicable corrective actions before further flight.

(4) For Model 777-200, -300, and -300ER airplanes identified in Boeing Alert Service Bulletin 777-57A0059, dated October 30, 2008: Cap seal the fasteners in the center fuel tanks that were not sealed during production, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0059, dated October 30, 2008.

(h) Credit for Actions Done Using Previous Issues of the Service Bulletins

(1) Actions done before January 20, 2011, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0050, dated January 26, 2006; or Revision 1, dated August 2, 2007; are acceptable for compliance with the corresponding actions required by paragraph (g)(1) of this AD, provided that the applicable additional work specified in Boeing Service Bulletin 777-57A0050, Revision 2, dated May 14, 2009, is done within the compliance time specified in paragraph (g) of this AD. The additional work must be done in accordance with Boeing Service Bulletin 777-57A0050, Revision 2, dated May 14, 2009.

(2) Actions done before January 20, 2011, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0057, dated August 7, 2006, are acceptable for compliance with the actions required by paragraph (g)(3) of this AD.

New Requirements of This AD

(i) Cap Sealing the Fasteners

For Model 777-200LR airplanes identified in Boeing Alert Service Bulletin 777-57A0059, dated October 30, 2008: Within 60 months after the effective date of this AD, cap seal the fasteners in the center fuel tanks that were not sealed during production, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0059, dated October 30, 2008.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(k) Related Information

For more information about this AD, contact Margaret Langsted, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6500; fax: (425) 917-6590; email margaret.langsted@faa.gov.

(l) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on January 20, 2011 (75 FR 78588, December 16, 2010).

- (i) Boeing Service Bulletin 777-57A0050, Revision 2, dated May 14, 2009;
- (ii) Boeing Alert Service Bulletin 777-57A0051, dated May 15, 2006;
- (iii) Boeing Alert Service Bulletin 777-57A0057, Revision 1, dated August 2, 2007; and
- (iv) Boeing Alert Service Bulletin 777-57A0059, dated October 30, 2008.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone (206) 544-5000, extension 1, fax (206) 766-5680; email me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call (425) 227-1221.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on December 5, 2011.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.