



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2012-10

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U.S. Department of Transportation
Federal Aviation Administration
Engineering Procedures Office, AIR-110
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Oklahoma City, OK 73125-0460

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency			
Biweekly 2012-01			
2011-18-21	S 2004-26-05	Rolls-Royce plc	Engine: RB211-524B-02, -524B3-02, RB211-524B2, -524B4, -524C2, -524D4, RB211-524G and -524H series
2011-27-03		Boeing	737
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X
Biweekly 2012-02			
2011-25-05		Boeing	767-200, -300, -300F, and -400ER series
2012-01-06		Boeing	767-200 and 767-300 series
2012-01-08		328 Support Services GmbH	328-100 and 328-300
2012-01-09		Boeing	757-200, -200CB, and -300 series
2012-01-10		General Electric	Engine: CF34-10E series
Biweekly 2012-03			
2011-24-04	COR	Boeing	DC-10-10, DC-10-10F, and MD-10-10F
2012-01-04		EADS CASA	CN-235-100, CN-235-200, and CN-235-300
2012-02-03		CFM International S.A.	Engine: CFM56-5B1/3, CFM56-5B2/3, CFM56-5B3/3, CFM56-5B4/3, CFM56-5B5/3, CFM56-5B6/3, CFM56-5B7/3, CFM56-5B8/3, CFM56-5B9/3, CFM56-5B3/3B1, and CFM56-5B4/3B1
2012-02-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, RB211-Trent 553A2-61, RB211-Trent 556-61, RB211-Trent 556A2-61, RB211-Trent 556B-61, RB211-Trent 556B2-61, RB211-Trent 560-61, and RB211-Trent 560A2-61 turbofan
2012-02-07	S 2011-02-07 S 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, CF6-50E2, and CF6-50E2B turbofan
2012-02-08		Aviation Communication & Surveillance Systems LLC	Appliance: See AD
2012-02-09		Boeing	737-100, -200, -200C, and -300 series
2012-02-11	S 2011-11-08	Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2012-02-12		Bombardier Inc	DHC-8-400, -401, and -402
2012-03-51	E	Lockheed	P2V
Biweekly 2012-04			
74-08-09 R3	R	Transport Category Airplanes	See AD
2009-11-02	COR	CFM International S.A.	Engine: CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B series
2012-02-14		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2012-03-02		Boeing	767-200 and -300 series
2012-03-05		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2012-03-09		Boeing	747SP series
2012-03-10		Airbus	A340-642
2012-03-51		Lockheed	P2V
2012-04-01	S 2003-16-18	Rolls-Royce plc	Engine: RB211-Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17, and 875-17 turbofan
2012-04-05	S 2007-12-07	General Electric Company	Engine: CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, and CF6-80C2B8F turbofan
Biweekly 2012-05			
2012-02-15	S 2007-03-01	Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-17		Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-18		Dassault	MYSTERE-FALCON 50
2012-03-03		Fokker	F.27 Mark 050, F.28 Mark 0070 and 0100
2012-03-08	S 2006-14-05	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)
2012-03-12		GE	Engine: CF6-80C2 turbofan

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2012-04-02		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)
2012-04-04		Pratt & Whitney Division	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan
2012-04-06		328 Support Services GmbH	328-100
2012-04-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2012-04-08		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315; DHC-8-400, -401, and -402
2012-04-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series
2012-04-12		Bombardier	CL-600-2B16 (CL -604 Variant)
2012-04-13	S 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
2012-04-14		Rolls-Royce plc	Engine: RB211-Trent 800 turbofan
Biweekly 2012-06			
2012-02-01		Pratt & Whitney	Engine: PW2037, PW2037(M), and PW2040 turbofan
2012-04-11	S 97-22-13	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
2012-04-15	S 2007-05-17	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 series turbofan
2012-05-03		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
2012-05-04		Boeing	767-200, -300, -300F, and -400ER series
2012-05-05		Bombardier	CL-215-1A10, CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2012-05-07		Bombardier	DHC-8-102, -103, and -106
2012-05-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD
2012-06-01		Cessna	560XL
2012-06-02		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
2012-06-04		Bombardier	DHC-8-400, -401, and -402
2012-06-05		Bombardier	DHC-8-400, -401, and -402
2012-06-07	S 2010-17-02	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2012-06-08		Airbus	A340-211, -212, -311, and -312
2012-06-14		Pratt & Whitney	Engine: JT9D-7R4G2 and -7R4H1 turbofan
2012-06-17		Rolls-Royce Deutschland Ltd	Engine: TAY 611-8 engines, and TAY 611-8C
2012-06-18		Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan

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Biweekly 2012-07			
2012-04-11	COR S 97-22-13 S 2002-10-06	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
2012-05-02		Boeing	737-600, -700, -700C, -800, and -900 series
2012-05-06	S 95-20-04 R1	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2012-06-03		Bombardier	BD-100-1A10 (Challenger 300)
2012-06-06		Boeing	757-200, -200PF, -200CB, and -300 series
2012-06-10	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-541 and -642
2012-06-11		Airbus	A321-131, -211, -212, and -231
2012-06-12		Airbus	A340-642
2012-06-21		Dassault Aviation	Mystere-Falcon 900
2012-06-22		Airbus	A340-541 and -642
2012-06-23	S 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
2012-06-25	S 2007-23-01	Goodrich	Appliance: See Ad
2012-07-02		Airbus	A340-541 and -642
2012-07-03	S 2009-21-06	328 Support Services GmbH	328-100 and -300
Biweekly 2012-08			
2012-02-16	S 2007-15-10	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
2012-03-04	S 2008-01-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-04-14	COR	Rolls-Royce plc	RB211-Trent 800 turbofan engines
2012-06-09		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2012-06-19		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-06-20		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-07-04		Cessna	680
2012-07-05		Fokker Services B.V.	F.27 Mark 050
2012-07-06		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-07-07		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
Biweekly 2012-09			
2012-06-02	COR	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-07-08	S 2010-11-13	Embraer	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; and ERJ 170-200 LR, -200 SU, and -200 STD
2012-08-02		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; and A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-08-03		Airbus	A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-04		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-08-05		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); CL-600-2E25 (Regional Jet Series 1000)
2012-08-07	S 2011-23-06	Sicma Aero Seat	Passenger seat assemblies
2012-08-08		Learjet	45
2012-08-09		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-08-10		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-11		Bombardier	DHC-8-400, -401, and -402

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2012-08-12		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-13		Boeing	777-200 and -300
2012-08-14		Boeing	767-200, -300, -300F, and -400ER series
2012-08-15		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-16		Learjet	60
2012-08-17		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-09-01		Cessna	560XL
2012-09-02		Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2012-09-03		Saab	SAAB 2000
Biweekly 2012-10			
2012-01-05	S 2010-23-26	Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R
2012-09-04	S 2004-19-06 R1	Boeing	767-200, -300, -300F, and -400ER series
2012-09-05		Fokker Services B.V.	F.28 Mark 0100
2012-09-06		Boeing	737-700 series
2012-09-07		Airbus	A319-111, -112, -132, A320-111, -211, -212, -214, -232, A321-111, -211, -212, and -231
2012-09-08		Boeing	767-200 and -300 series
2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-12	S 2005-23-02	Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-09-13		Airbus	A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-09-14		Boeing	777-200, -200LR, -300, -300ER, and 777F series



2012-01-05 Airbus: Amendment 39-16917. Docket No. FAA-2011-1066; Directorate Identifier 2011-NM-050-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 12, 2012.

(b) Affected ADs

This AD supersedes AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010).

(c) Applicability

This AD applies to the airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD; except airplanes on which Airbus Modification 11912 or 11932 has been installed.

(1) Airbus Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.

(2) Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by new cases of cracks discovered during scheduled maintenance checks. We are issuing this AD to prevent cracking of the Gear Rib 5 right-hand and left-hand attachment fitting at the lower flanges of the main landing gear (MLG), which could result in failed bolts penetrating through the rear spar and into a fuel tank, consequent fuel loss, and reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Repetitive Inspections

This paragraph restates the requirements of paragraph (g) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). Perform a detailed inspection and a high-frequency eddy current (HFEC) inspection to detect cracks in Gear Rib 5 of the MLG attachment fittings at the lower flange, in accordance with the Accomplishment Instructions of any applicable service bulletin listed in table 1 and table 2 of this AD, at the time specified in paragraph (g)(1) or (g)(2) of this AD. After April 12, 2000 (the effective date of AD 2000-05-07, Amendment 39-11616 (65 FR 12077, March 8, 2000)), the service bulletins listed in table 2 of this AD must be used to accomplish the actions

required by this paragraph. Repeat the inspections thereafter at intervals not to exceed 1,500 flight cycles, until the actions specified in paragraph (i), (j), or (l) of this AD are accomplished.

Table 1—Revision 01 of Service Bulletins for Paragraph (g) of This AD

Model—	Airbus Service Bulletin—	Revision—	Dated—
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes.	A300-57-6087	01	March 11, 1998.
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes	A300-57-0234	01	March 11, 1998.

Table 2—Other Revisions of Service Bulletins for Paragraph (g) of This AD

Model—	Airbus Service Bulletin—	Revision—	Dated—
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes.	A300-57A6087	02, including Appendix 01	June 24, 1999.
		03, including Appendix 01	May 19, 2000.
		04, including Appendix 01	February 19, 2002.
		05, including Appendix 01	March 10, 2008.
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.	A300-57A0234	02	June 24, 1999.
		03, including Appendix 01	September 2, 1999.
		04, including Appendix 01	May 19, 2000.
		05, including Appendix 01	February 19, 2002.

(1) For airplanes that have accumulated 20,000 or more total flight cycles as of March 9, 1998 (the effective date of AD 98-03-06, Amendment 39-10298 (63 FR 5224, February 2, 1998)): Inspect within 500 flight cycles after March 9, 1998.

(2) For airplanes that have accumulated less than 20,000 total flight cycles as of March 9, 1998 (the effective date of AD 98-03-06, Amendment 39-10298 (63 FR 5224, February 2, 1998)): Inspect prior to the accumulation of 18,000 total flight cycles, or within 1,500 flight cycles after March 9, 1998, whichever occurs later.

(3) For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(h) Retained Repair for Any Crack Found During Inspections Required by Paragraph (g) of This AD

This paragraph restates the requirements of paragraph (h) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). If any crack is detected during any inspection required by paragraph (g) of this AD, prior to further flight, accomplish the requirements of paragraph (h)(1) or (h)(2) of this AD, as applicable.

(1) If a crack is detected at one hole only, and the crack does not extend out of the spotface of the hole, repair in accordance with the Accomplishment Instructions of the applicable service bulletin in table 2 of this AD.

(2) If a crack is detected at more than one hole, or if any crack at any hole extends out of the spotface of the hole, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent).

(i) Retained Terminating Modification for Repetitive Inspections Required by Paragraphs (g) and (j) of This AD

This paragraph restates the requirements of paragraph (i) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). Except as required by paragraph (l) of this AD, prior to the accumulation of 21,000 total flight cycles, or within 2 years after October 20, 1999 (the effective date of AD 99-19-26, Amendment 39-11313 (64 FR 49966, September 15, 1999)), whichever occurs later: Modify Gear Rib 5 of the MLG attachment fittings at the lower flange in accordance with the Accomplishment Instructions of the applicable service bulletin in table 3 of this AD. After July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)), Airbus Service Bulletin A300-57-6088, Revision 04, dated December 3, 2003 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes); and Airbus Service Bulletin A300-57-0235, Revision 04, dated March 13, 2003, or Revision 05, dated December 3, 2003 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); must be used to accomplish the actions required by this paragraph. Accomplishment of this modification constitutes terminating action for the repetitive inspection requirements of paragraphs (g) and (j) of this AD.

Table 3—Service Bulletins for Terminating Modification Required by Paragraph (i) of This AD

Model—	Airbus Service Bulletin—	Revision—	Dated—
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes.	A300-57-6088	01, including Appendix 01	February 1, 1999.
		02	September 5, 2002
		04	December 3, 2003.
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.	A300-57-0235	01, including Appendix 01	February 1, 1999.
		03	September 5, 2002.
		04	March 13, 2003.
		05	December 3, 2003.

(j) Retained Additional Repetitive Inspections

This paragraph restates the requirements of paragraph (j) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). For airplanes on which the modification specified in paragraph (i) or (l) of this AD has not been done before July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)), perform a detailed and an HFEC inspection to detect cracks of the lower flange of Gear Rib 5 of the MLG at holes 43, 47, 48, 49, 50, 52, and 54, in accordance with the applicable service bulletin listed in table 4 of this AD. Perform the inspections at the applicable time specified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD. Repeat the inspections thereafter at intervals not to exceed 700 flight cycles until the terminating modification required by paragraph (l) of this AD is accomplished. Accomplishment of the

inspections per paragraph (j) of this AD terminates the inspection requirements of paragraph (g) of this AD.

Table 4—Service Bulletins for Repetitive Inspections Required by Paragraph (j) of This AD

Model—	Airbus Service Bulletin—	Revision—	Dated—
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes.	A300-57A6087	04, including Appendix 01	February 19, 2002.
		05, including Appendix 01	March 10, 2008.
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.	A300-57A0234	05, including Appendix 01	February 19, 2002.

(1) For Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; and Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes that have accumulated 18,000 or more total flight cycles as of July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)): Within 700 flight cycles after July 18, 2006.

(2) For Model A300 B2-1C, B2K-3C, and B2-203 airplanes that have accumulated less than 18,000 total flight cycles as of July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)): Prior to the accumulation of 18,000 total flight cycles, or within 700 flight cycles after July 18, 2006, whichever occurs later.

(3) For Model A300 B4-2C, B4-103, and B4-203 airplanes that have accumulated less than 18,000 total flight cycles as of July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)): Prior to the accumulation of 14,500 total flight cycles, or within 700 flight cycles after July 18, 2006, whichever occurs later.

(4) For Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes that have accumulated less than 18,000 total flight cycles as of July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)): Prior to the accumulation of 11,600 total flight cycles, or within 700 flight cycles after July 18, 2006, whichever occurs later.

(k) Retained Crack Repair

This paragraph restates the requirements of paragraph (k) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). If any crack is detected during any inspection required by paragraph (j) of this AD, prior to further flight, accomplish the requirements of paragraphs (k)(1) and (k)(2) of this AD, as applicable.

(1) If a crack is detected at only one hole, and the crack does not extend out of the spotface of the hole, repair in accordance with Airbus Service Bulletin A300-57A0234, Revision 05, including Appendix 01, dated February 19, 2002 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or A300-57A6087, Revision 04, including Appendix 01, dated February 19, 2002, or A300-57A6087, Revision 05, including Appendix 01, dated March 10, 2008 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes).

(2) If a crack is detected at more than one hole, or if any crack at any hole extends out of the spotface of the hole, repair in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

(l) Retained Terminating Modification for Repetitive Inspections Required by Paragraphs (g) and (j) of This AD for Certain Airplanes

This paragraph restates the requirements of paragraph (l) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). For airplanes on which the terminating modification in paragraph (i) of this AD has not been accomplished before July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)): At the earlier of the times specified in paragraphs (l)(1) and (l)(2) of this AD, modify Gear Rib 5 of the MLG attachment fittings at the lower flange. Except as provided by paragraph (m) of this AD, do the modification in accordance with the applicable service bulletin identified in table 5 of this AD. This action terminates the repetitive inspections requirements of paragraphs (g) and (j) of this AD.

(1) Prior to the accumulation of 21,000 total flight cycles, or within 2 years after October 20, 1999 (the effective date of AD 99-19-26, Amendment 39-11313 (64 FR 49966, September 15, 1999)), whichever is later.

(2) Within 16 months after July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)).

Table 5—Service Bulletins for Terminating Modification Required by Paragraph (l) of This AD

Model—	Airbus Service Bulletin—	Revision—	Dated—
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes.	A300-57-6088	04	December 3, 2003.
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.	A300-57-0235	04	March 13, 2003.
		05	December 3, 2003.

(m) Retained Modification

This paragraph restates the requirements of paragraph (m) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). Where the applicable service bulletin specified in paragraph (l) of this AD specifies to contact Airbus for modification instructions; or if there is a previously installed repair at any of the affected fastener holes; or if a crack is found when accomplishing the modification: Prior to further flight, modify in accordance with a method approved by the Manager, International Branch, ANM-116, or the EASA (or its delegated agent).

(n) Retained Exception for No Reporting

This paragraph restates the requirements of paragraph (o) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). Although the service bulletins identified in tables 1, 2, 3, 4, 5, and 6 of this AD specify to submit certain information to the manufacturer, this AD does not include such a requirement.

(o) Retained Requirements With Revised Service Information

This paragraph restates the requirements of paragraph (p) of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010). Unless already done, do the following actions.

(1) At the applicable time specified in paragraph (o)(2) of this AD, perform a detailed inspection for cracking at the locations specified in paragraphs (o)(1)(i), (o)(1)(ii), and (o)(1)(iii) of this AD, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04,

including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes). As of the effective date of this AD Revision 04 of these service bulletins must be used to accomplish the actions required by this paragraph.

(i) The bottom flange and vertical web in the area between the wing rear spar/gear Rib 5 attachment and the forward reaction-rod pick-up lug.

(ii) On the inboard side, around the fastener holes at locations 43, 47 to 50, 52, and 54.

(iii) On the outboard side, the lower flange, the vertical web and around the fastener holes at locations 43, 47 to 50, 52 and 54.

(2) Do the inspection required by paragraph (o)(1) of this AD at the later of the times in paragraphs (o)(2)(i) and (o)(2)(ii) of this AD.

(i) Within 400 flight cycles after the accomplishment of the actions required by paragraph (i) or (l) of this AD, as applicable.

(ii) Within 400 flight cycles or 4 months after January 5, 2011 (the effective date of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010)), whichever occurs first.

(3) If no cracking is detected during the inspection required by paragraph (o)(1) of this AD, before further flight, perform a fluorescent penetrant inspection (FPI) at holes location 47 and 54, in the right-hand and left-hand MLG Rib 5 attachment fitting lower flange, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes). As of the effective date of this AD, Airbus Mandatory Service Bulletin A300-57A0246, Revision 04, including Appendices 1 and 2, dated September 9, 2009; or Airbus Mandatory Service Bulletin A300-57A6101, Revision 04, including Appendices 1 and 2, dated September 9, 2009; as applicable; must be used to accomplish the actions required by this paragraph.

(4) Thereafter, at intervals not to exceed 400 flight cycles, repeat the detailed and FPI inspections, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes); until the terminating action required by paragraph (p) of this AD has been accomplished. As of the effective date of this AD, Airbus Mandatory Service Bulletin A300-57A0246, Revision 04, including Appendices 1 and 2, dated September 9, 2009; or Airbus Mandatory Service Bulletin A300-57A6101, Revision 04, including Appendices 1 and 2, dated September 9, 2009; as applicable; must be used to accomplish the actions required by this paragraph.

(5) If any crack is detected during any of the inspections required by paragraphs (o)(1), (o)(3), and (o)(4) of this AD, and Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009, or Revision 04, including Appendices 1 and 2, dated September 9, 2009 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes); recommends contacting Airbus for appropriate action: Before further flight, contact Airbus for a repair solution, and do the repair; or repair the cracking using a method approved by the

Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or EASA (or its delegated agent).

(p) New Terminating Action

Within 30 months after the effective date of this AD: Modify the spot-faces around all the fastener holes at locations 43, 47 to 50, 52, and 54 (except for spot-faces of holes which have been previously repaired) on the bottom flange MLG ribs, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0254, Revision 01, including Appendix 1, dated June 14, 2011 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or Airbus Mandatory Service Bulletin A300-57-6110, Revision 01, including Appendix 1, dated June 6, 2011 A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes). Accomplishing this modification terminates the repetitive inspection requirements of paragraph (o)(4) of this AD.

(q) Credit for Previous Actions

(1) This paragraph provides credit for initial detailed and HFEC inspections, as required by the introductory text of paragraph (g) of this AD, if those inspections were performed before April 12, 2000 (the effective date of AD 2000-05-07, Amendment 39-11616 (65 FR 12077, March 8, 2000)), using Airbus Service Bulletin A300-57A0234 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes) or A300-57A6087, both dated August 5, 1997 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R airplanes).

(2) This paragraph provides credit for a modification, as required by paragraph (i) of this AD, if the modification was performed before April 12, 2000 (the effective date of AD 2000-05-07, Amendment 39-11616 (65 FR 12077, March 8, 2000)), using Airbus Service Bulletin A300-57-6088, dated August 5, 1998 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes); or Airbus Service Bulletin A300-57-0235, dated August 5, 1998 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes).

(3) This paragraph provides credit for the actions required by paragraphs (i) and (l) of this AD, if those actions were performed before July 18, 2006 (the effective date of AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006)), using the applicable service information listed in table 6 of this AD.

Table 6—Previous Issues of Certain Service Bulletins

Model—	Airbus Service Bulletin—	Revision—	Dated—
A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.	A300-57-0235	02, including Appendix 01	September 27, 1999.
		03	September 5, 2002.
A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes.	A300-57-6088	02	September 5, 2000.
		03	March 13, 2003.

(4) This paragraph provides credit for a modification of the spot-faces, as specified in paragraph (p) of this AD, if the modification was performed before the effective date of this AD using Airbus Mandatory Service Bulletin A300-57-0254, dated June 4, 2010 (for Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes); or Airbus Mandatory Service Bulletin A300-57-

6110, dated June 7, 2010 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R and F4-605R airplanes).

(r) Other FAA AD Provisions

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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2125; 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. AMOCs approved previously in accordance with AD 2000-05-07, Amendment 39-11616 (65 FR 12077, March 8, 2000); AD 2006-12-13, Amendment 39-14639 (71 FR 33994, June 13, 2006); and AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010); are approved as AMOCs for the corresponding provisions of 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.

(s) Related Information

Refer to MCAI EASA Airworthiness Directive 2011-0029, dated February 24, 2011, and the service information specified in paragraphs (s)(1) through (s)(23) of this AD, for related information.

(1) Airbus Service Bulletin A300-57-0234, Revision 01, dated March 11, 1998.

(2) Airbus Service Bulletin A300-57A0234, Revision 02, dated June 24, 1999.

(3) Airbus Service Bulletin A300-57A0234, Revision 03, including Appendix 01, dated September 2, 1999.

(4) Airbus Service Bulletin A300-57A0234, Revision 04, including Appendix 01, dated May 19, 2000.

(5) Airbus Service Bulletin A300-57A0234, Revision 05, including Appendix 01, dated February 19, 2002.

(6) Airbus Service Bulletin A300-57-0235, Revision 01, including Appendix 01, dated February 1, 1999.

(7) Airbus Service Bulletin A300-57-0235, Revision 03, dated September 5, 2002.

(8) Airbus Service Bulletin A300-57-0235, Revision 04, dated March 13, 2003.

(9) Airbus Service Bulletin A300-57-0235, Revision 05, dated December 3, 2003.

(10) Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009.

(11) Airbus Mandatory Service Bulletin A300-57A0246, Revision 04, including Appendices 1 and 2, dated September 9, 2009.

(12) Airbus Mandatory Service Bulletin A300-57-0254, Revision 01, including Appendix 1, dated June 14, 2011.

(13) Airbus Service Bulletin A300-57-6087, Revision 01, dated March 11, 1998.

(14) Airbus Service Bulletin A300-57A6087, Revision 02, including Appendix 01, dated June 24, 1999.

(15) Airbus Service Bulletin A300-57A6087, Revision 03, including Appendix 01, dated May 19, 2000.

(16) Airbus Service Bulletin A300-57A6087, Revision 04, including Appendix 01, dated February 19, 2002.

(17) Airbus Service Bulletin A300-57A6087, Revision 05, including Appendix 01, dated March 10, 2008.

(18) Airbus Service Bulletin A300-57-6088, Revision 01, including Appendix 01, dated February 1, 1999.

(19) Airbus Service Bulletin A300-57-6088, Revision 02, dated September 5, 2002.

(20) Airbus Service Bulletin A300-57-6088, Revision 04, dated December 3, 2003.

(21) Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009.

(22) Airbus Mandatory Service Bulletin A300-57A6101, Revision 04, including Appendices 1 and 2, dated September 9, 2009.

(23) Airbus Mandatory Service Bulletin A300-57-6110, Revision 01, including Appendix 1, dated June 6, 2011.

(t) 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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51 on the date specified.

(2) The following service information was approved for IBR on June 12, 2012:

(i) Airbus Mandatory Service Bulletin A300-57-0254, Revision 01, including Appendix 1, dated June 14, 2011.

(ii) Airbus Mandatory Service Bulletin A300-57-6110, Revision 01, including Appendix 1, dated June 6, 2011.

(3) The following service information was approved for IBR January 5, 2011 (75 FR 74610, December 1, 2010):

(i) Airbus Mandatory Service Bulletin A300-57A0246, Revision 03, including Appendices 1 and 2, dated March 11, 2009.

(ii) Airbus Mandatory Service Bulletin A300-57A0246, Revision 04, including Appendices 1 and 2, dated September 9, 2009.

(iii) Airbus Mandatory Service Bulletin A300-57A6101, Revision 03, including Appendices 1 and 2, dated March 11, 2009.

(iv) Airbus Mandatory Service Bulletin A300-57A6101, Revision 04, including Appendices 1 and 2, dated September 9, 2009.

(v) Airbus Service Bulletin A300-57A6087, Revision 05, including Appendix 01, dated March 10, 2008. (Appendix 01 of this document was incorrectly identified as "Appendix 05" in the document citation specified in table 8 of AD 2010-23-26, Amendment 39-16516 (75 FR 74610, December 1, 2010); all other references to Appendix 01 of this document in AD 2010-23-26 were correct.)

(4) The following service information was approved for IBR July 18, 2006 (71 FR 33994, June 13, 2006):

(i) Airbus Service Bulletin A300-57A0234, Revision 04, including Appendix 01, dated May 19, 2000.

(ii) Airbus Service Bulletin A300-57A0234, Revision 05, including Appendix 01, dated February 19, 2002.

(iii) Airbus Service Bulletin A300-57A6087, Revision 03, including Appendix 01, dated May 19, 2000.

(iv) Airbus Service Bulletin A300-57A6087, Revision 04, including Appendix 01, dated February 19, 2002.

(v) Airbus Service Bulletin A300-57-0235, Revision 03, dated September 5, 2002.

(vi) Airbus Service Bulletin A300-57-0235, Revision 04, dated March 13, 2003.

(vii) Airbus Service Bulletin A300-57-0235, Revision 05, dated December 3, 2003.

(viii) Airbus Service Bulletin A300-57-6088, Revision 02, dated September 5, 2002.

(ix) Airbus Service Bulletin A300-57-6088, Revision 04, dated December 3, 2003.

(5) The following service information was approved for IBR on April 12, 2000 (65 FR 12077, March 8, 2000):

(i) Airbus Service Bulletin A300-57A0234, Revision 02, dated June 24, 1999.

(ii) Airbus Service Bulletin A300-57A0234, Revision 03, including Appendix 01, dated September 2, 1999.

(iii) Airbus Service Bulletin A300-57A6087, Revision 02, including Appendix 01, dated June 24, 1999.

(6) The following service information was approved for IBR on October 20, 1999 (64 FR 49966, September 15, 1999).

(i) Airbus Service Bulletin A300-57-0234, Revision 01, dated March 11, 1998.

(ii) Airbus Service Bulletin A300-57-0235, Revision 01, including Appendix 01, dated February 1, 1999.

(iii) Airbus Service Bulletin A300-57-6087, Revision 01, dated March 11, 1998.

(iv) Airbus Service Bulletin A300-57-6088, Revision 01, including Appendix 01, dated February 1, 1999.

(7) For service information identified in this AD, contact Airbus SAS–EAW (Airworthiness Office), 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(8) 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.

(9) 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 January 6, 2012.

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



2012-09-04 The Boeing Company: Amendment 39-17039; Docket No. FAA-2011-0044; Directorate Identifier 2010-NM-059-AD.

(a) Effective Date

This AD is effective June 11, 2012.

(b) Affected ADs

This AD supersedes AD 2004-19-06 R1, Amendment 39-14313 (70 FR 58000, October 5, 2005).

(c) Applicability

This AD applies to Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category; as identified in Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012.

Note 1 to paragraph (c) of this AD: Supplemental Type Certificate (STC) ST01920SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/\\$FILE/ST01920SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/$FILE/ST01920SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17. For all other AMOC requests, the operator must request approval for an AMOC according to paragraph (o) of this AD.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by additional reports of cracks in 51 fail-safe straps on 41 airplanes; we have also received a report of a crack found in the "T" fitting that connects the fail-safe strap to the outboard edge of the pressure deck. We are issuing this AD to detect and correct fatigue cracking or corrosion of the fail-safe straps and the "T" fittings, which could result in cracking of adjacent structure and consequent reduced structural integrity of the fuselage.

(f) Compliance

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

(g) Retained Inspections and Follow-on/Corrective Actions With New Service Information

These inspection requirements are retained from AD 2004-19-06 R1, Amendment 39-14313 (70 FR 58000, October 5, 2005). For Model 767-200, -300, and -300F series airplanes having line numbers 1 through 931 inclusive: Except as provided by paragraph (h) of this AD, prior to the accumulation of 15,000 total flight cycles, or within 3,000 flight cycles after November 1, 2004 (the effective date of AD 2004-19-06 R1, Amendment 39-14313, 70 FR 58000, October 5, 2005), whichever occurs later, perform a detailed inspection and eddy current inspection to detect cracking or corrosion of the fail-safe straps between the side fitting of the rear spar bulkhead at body station (BS) 955 and the skin, per Figure 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-53A0100, dated September 26, 2002; Boeing Alert Service Bulletin 767-53A0100, Revision 2, dated January 15, 2010; or Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012. As of the effective date of this AD, use only Boeing Alert Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012. Doing the inspections required by paragraph (i) of this AD terminates the requirements of this paragraph.

(1) If no crack or corrosion is found, repeat the inspections thereafter at intervals not to exceed 6,000 flight cycles or 36 months, whichever occurs first, until paragraph (i) of this AD is done.

(2) If any crack or corrosion is found, before further flight, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or using a method approved in accordance with paragraph (o) of this AD.

(3) For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(h) Retained Inspections and Follow-on/Corrective Actions

These inspection requirements are retained from AD 2004-19-06 R1, Amendment 39-14313 (70 FR 58000, October 5, 2005). For airplanes identified in paragraph (g) of this AD on which the fail-safe strap has been replaced before November 1, 2004: Do the actions required by paragraph (g) of this AD within 12,000 flight cycles after accomplishing the replacement.

Note 2 to paragraph (h) of this AD: Steps 2 and 8 of the Work Instructions of Boeing Alert Service Bulletin 767-53A0100, dated September 26, 2002, refer incorrectly to Boeing 767 Airplane Maintenance Manual (AMM) 32-00-20 for guidance on opening the MLG doors; the correct reference is Boeing 767 AMM 32-00-15, which is referred to in steps 3 and 7 of the Work Instructions. Step 2 also should state "Open Main Landing Gear (MLG) doors" instead of "Open Main Landing Green (MLG) doors."

(i) New Repetitive Detailed and Eddy Current Inspections

Prior to the accumulation of 15,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later: Perform detailed and eddy current inspections to detect cracking and/or corrosion of the fail-safe straps between the side fitting of the rear spar bulkhead at BS 955 and the skin, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012. If no crack or corrosion is found, repeat the inspections thereafter at intervals not to exceed 6,000 flight cycles or 36 months, whichever occurs first. Accomplishing the actions required by this paragraph ends the requirements of paragraphs (g) and (g)(1) of this AD.

(j) New Repetitive Ultrasonic Inspections

Prior to the accumulation of 15,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later: Do an ultrasonic inspection of the fail-safe strap for cracking, and all applicable related investigative actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012. Do all applicable related investigative actions before further flight. If no crack is found, repeat the inspection thereafter at intervals not to exceed 6,000 flight cycles or 36 months, whichever occurs first.

(k) New Corrective Actions

If any corrosion is found during any inspection required by paragraph (i) of this AD: Before further flight, repair the corrosion, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012; except where Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, specifies to contact Boeing for repair, before further flight, repair using a method approved in accordance with paragraph (o) of this AD.

(l) New Corrective Actions

If any crack is found during any inspection required by paragraph (i) or (j) of this AD: Before further flight, repair in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012; except where Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, specifies to contact Boeing for appropriate action, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (o) of this AD. Accomplishing the fail-safe strap trim repair in accordance with Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, ends the repetitive inspections required by paragraphs (i) and (j) of this AD only on the side of the airplane where the repair was done. Replacing the fail-safe strap with a replacement strap that has the revised edge configuration in accordance with Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, ends the repetitive inspections required by paragraphs (i) and (j) of this AD only on the side of the airplane where the replacement was done.

(m) New Post-Replacement Inspections

For any replacement strap that does not have a revised edge configuration, as specified in Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012: Within 12,000 flight cycles after doing the replacement, accomplish the inspections required by paragraphs (i) and (j) of this AD. Repeat the inspections thereafter at intervals not to exceed 6,000 flight cycles or 36 months, whichever occurs first. Replacing the fail-safe strap with a replacement strap that has the revised edge configuration in accordance with Boeing Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, ends the repetitive inspections required by paragraphs (i) and (j) of this AD only on the side of the airplane where the replacement was done.

(n) New Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) through (m) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 767-53A0100, Revision 1, dated August 11, 2006; or Boeing Alert Service Bulletin 767-53A0100, Revision 2, dated January 15, 2010.

(o) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle 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 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(4) AMOCs approved for AD 2004-19-06, Amendment 39-13800 (69 FR 57636, September 27, 2004); and AD 2004-19-06 R1, Amendment 39-14313 (70 FR 58000, October 5, 2005); are approved as AMOCs for paragraphs (g) and (h) of this AD, as applicable.

(p) Related Information

For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6577; fax: (425) 917-6590; email: berhane.alazar@faa.gov.

(q) 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 Service Bulletin 767-53A0100, Revision 3, dated February 6, 2012, approved for IBR June 11, 2012.

(ii) Boeing Alert Service Bulletin 767-53A0100, Revision 2, dated January 15, 2010, approved for IBR June 11, 2012.

(iii) Boeing Alert Service Bulletin 767-53A0100, dated September 26, 2002; approved for IBR November 1, 2004 (69 FR 57636, September 27, 2004, as referenced in 70 FR 58000, October 5, 2005).

(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 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 NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr_locations.html.

Issued in Renton, Washington on April 23, 2012.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-05 Fokker Services B.V.: Amendment 39-17040. Docket No. FAA-2011-1169; Directorate Identifier 2010-NM-050-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 12, 2012.

(b) Affected ADs

This AD affects: AD 98-06-26, Amendment 39-10404 (63 FR 13502, March 20, 1998); AD 98-13-32, Amendment 39-10623 (63 FR 34581, June 25, 1998); AD 2004-14-01, Amendment 39-13710 (69 FR 41391, July 9, 2004); AD 2007-04-23, Amendment 39-14956 (72 FR 8615, February 27, 2007); AD 2008-20-03, Amendment 39-15682 (73 FR 56452, September 29, 2008); and AD 2010-21-12, Amendment 39-16472 (75 FR 63042, October 14, 2010).

(c) Applicability

This AD applies to Fokker Services B.V. Model F.28 Mark 0100 airplanes, certificated in any category, all serial numbers, equipped with Messier-Dowty (formerly Dowty-Rotol, Dowty Aerospace Gloucester) main landing gear (MLG).

(d) Subject

Air Transport Association (ATA) of America Code 32: Landing Gear.

(e) Reason

This AD was prompted by reports of failure of the main fitting on Messier-Dowty MLG units due to fatigue cracking in the area of the filler and bleeder holes, and failure of the sliding member due to fatigue cracking at the area of the chrome run-out/lower radius of the sliding tube portion of the sliding member. We are issuing this AD to detect and correct fatigue cracking of the main fitting or sliding member on the MLG, which could lead to failure of the MLG and possibly loss of control of the airplane during landing rollout.

(f) Compliance

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

(g) Inspection for Part Numbers

Within 48 months after the effective date of this AD, do an inspection of the MLG to determine whether Messier-Dowty (formerly Dowty-Rotol, Dowty Aerospace Gloucester) MLG units having part number (P/N) 201072011, 201072012, 201072013, 201072014, 201072015, or 201072016 are installed on the airplane. A review of airplane maintenance records is acceptable in lieu of this

inspection if the part number of the MLG unit can be conclusively determined from that review. If any of those part numbers is found, do the requirements of paragraph (h) of this AD.

(h) Replacement or Modification and Re-Identification if Certain Part Numbers Are Found

If, during the inspection required by paragraph (g) of this AD, any Messier-Dowty (formerly Dowty-Rotol, Dowty Aerospace Gloucester) MLG units having P/N 201072011, 201072012, 201072013, 201072014, 201072015, or 201072016 are found, within 48 months after the effective date of this AD, do the actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) Replace each MLG unit having P/N 201072011, 201072012, 201072013, 201072014, 201072015, or 201072016, with a MLG unit having P/N 201072017, P/N 201072019, or P/N 201072021 (for left-hand), as applicable; or P/N 201072018, P/N 201072020 or P/N 201072022 (for right-hand), as applicable; in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-155, dated July 23, 2009, and do the actions required in paragraph (j) of this AD.

(2) Modify and re-identify each affected MLG unit identified in paragraph (g) of this AD, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin F100-32-112, dated July 17, 2009, and do the actions required in paragraph (j) of this AD.

(i) Parts Installation

As of the effective date of this AD, no person may install on any airplane a MLG unit having P/N 201072011, P/N 201072012, P/N 201072013, P/N 201072014, P/N 201072015, or P/N 201072016.

(j) Removing Placard and Airplane Flight Manual Amendment

After accomplishing the actions required by paragraph (h) of this AD, before further flight, remove the airplane flight manual amendment and placard that were installed as required by AD 2008-20-03, Amendment 39-15682 (73 FR 56452, September 29, 2008).

(k) Prior or Concurrent Actions

Prior to or concurrently with the action (replacement or modification) required by paragraph (h) of this AD, accomplish the following actions:

(1) Install the torque link spacer with changed outer diameter, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-097, dated September 30, 1995.

(2) Remove, if installed, the water spray deflectors, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-132, dated December 5, 2001.

(3) Replace all P/N AE70690E, P/N AE70691E, P/N AE99111E, and P/N AE99119E brake quick-disconnect couplings with improved units, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009.

Accomplishing the actions required by this paragraph terminates the requirements of AD 2010-21-12, Amendment 39-16472 (75 FR 63042, October 14, 2010), for that airplane only.

(l) ADs Affected by Accomplishment of Paragraph (h) of This AD

Accomplishing the actions required by paragraph (h) of this AD terminates the requirements of the following ADs for that airplane only: AD 98-06-26, Amendment 39-10404 (63 FR 13502, March 20, 1998); AD 98-13-32, Amendment 39-10623 (63 FR 34581, June 25, 1998); AD 2007-04-23, Amendment 39-14956 (72 FR 8615, February 27, 2007); and AD 2008-20-03, Amendment 39-15682 (73 FR 56452, September 29, 2008).

(m) Other AD Affected by Accomplishment of Paragraph (h) of This AD

Accomplishing the actions required by paragraph (h) of this AD terminates the requirements of AD 2004-14-01, Amendment 39-13710 (69 FR 41391, July 9, 2004), for that airplane only.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. 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.

(o) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2009-0269R1, dated March 11, 2010, and the service information identified in paragraphs (o)(1) through (o)(5) of this AD, for related information.

- (1) Fokker Service Bulletin SBF100-32-097, dated September 30, 1995.
- (2) Fokker Service Bulletin SBF100-32-132, dated December 5, 2001.
- (3) Fokker Service Bulletin SBF100-32-155, dated July 23, 2009.
- (4) Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009.
- (5) Messier-Dowty Service Bulletin F100-32-112, dated July 17, 2009.

(p) Material Incorporated by Reference

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

(2) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on June 12, 2012.

- (i) Fokker Service Bulletin SBF100-32-097, dated September 30, 1995.
- (ii) Fokker Service Bulletin SBF100-32-132, dated December 5, 2001.
- (iii) Fokker Service Bulletin SBF100-32-155, dated July 23, 2009.
- (iv) Messier-Dowty Service Bulletin F100-32-112, dated July 17, 2009.

(4) The following service information was approved for IBR November 18, 2010 (75 FR 63042, October 14, 2010).

(i) Fokker Service Bulletin SBF100-32-156, Revision 1, dated June 29, 2009.

(5) For Fokker service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone +31 (0)252-627-350; fax +31 (0)252-627-211; email technicalservices.fokkerservices@stork.com; Internet <http://www.myfokkerfleet.com>.

(6) For Messier-Dowty service information identified in this AD, contact Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, Virginia 20166-8910; telephone 703-450-8233; fax 703-404-1621; Internet <https://techpubs.services.messier-dowty.com>.

(7) 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.

(8) 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 April 26, 2012.

Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-06 The Boeing Company: Amendment 39-17041; Docket No. FAA-2011-0384; Directorate Identifier 2010-NM-058-AD.

(a) Effective Date

This AD is effective June 12, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-700 series airplanes, certificated in any category; as identified in the service bulletins specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Boeing Special Attention Service Bulletin 737-53-1286, Revision 1, dated December 14, 2009.

(2) Boeing Special Attention Service Bulletin 737-25-1598, dated December 8, 2009.

(3) Boeing Special Attention Service Bulletin 737-25-1599, dated January 20, 2010.

(d) Subject

Air Transport Association (ATA) of America Code 25: Equipment/Furnishings.

(e) Unsafe Condition

This AD results from reports that the aft seat leg fittings span the station (STA) 521.45 "stay-out zone." The Federal Aviation Administration is issuing this AD to prevent failure of the seat attachment structure and possible injury to passengers during an emergency landing.

(f) Compliance

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

(g) Modifying Seat Track Structure

For airplanes identified in Boeing Special Attention Service Bulletin 737-53-1286, Revision 1, dated December 14, 2009: Within 72 months after the effective date of this AD, replace, with new components, certain floor panels, seat track pivot link assemblies, and seat track sections with new components, and modify certain seat tracks, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-53-1286, Revision 1, dated December 14, 2009.

(h) Moving Seat Rows After Modifying Seat Track Structure

For airplanes identified in Boeing Special Attention Service Bulletin 737-25-1596, dated November 20, 2008: After accomplishing the requirements of paragraph (g) of this AD but within 72 months after the effective date of this AD, move certain seat rows in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-25-1596, dated November 20, 2008.

(i) Moving Seat Rows and General Visual Inspection of Seat Tracks Using Boeing Service Bulletin 737-25-1598, Dated December 8, 2009

For airplanes identified in Boeing Special Attention Service Bulletin 737-25-1598, dated December 8, 2009: Within 72 months after the effective date of this AD, do a general visual inspection of certain areas of the seat tracks for damage, all applicable corrective actions, and move certain seat rows, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-25-1598, dated December 8, 2009. Do all applicable corrective actions before further flight.

(j) Moving Seat Rows and General Visual Inspection of Seat Tracks Using Boeing Special Attention Service Bulletin 737-25-1599, Dated January 20, 2010

For airplanes identified in Boeing Special Attention Service Bulletin 737-25-1599, dated January 20, 2010: Within 72 months after the effective date of this AD, do a general visual inspection of certain areas of the seat tracks for damage, all applicable corrective actions, and move certain seat rows, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-25-1599, dated January 20, 2010. Do all applicable corrective actions before further flight.

(k) 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.

(l) Related Information

For more information about this AD, contact Sarah Piccola, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6483; fax: 425-917-6590; email: sarah.piccola@faa.gov.

(m) 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.

(2) 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:

(i) Boeing Special Attention Service Bulletin 737-25-1596, dated November 20, 2008.

(ii) Boeing Special Attention Service Bulletin 737-25-1598, dated December 8, 2009.

(iii) Boeing Special Attention Service Bulletin 737-25-1599, dated January 20, 2010.

(iv) Boeing Special Attention Service Bulletin 737-53-1286, Revision 1, dated December 14, 2009.

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

(4) 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.

(5) 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 NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 29, 2012.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-07 Airbus: Amendment 39-17042. Docket No. FAA-2011-0998; Directorate Identifier 2011-NM-046-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 18, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A319-111, -112, and -132 airplanes; Model A320-111, -211, -212, -214 and -232 airplanes; and Model A321-111, -211, -212, and -231 airplanes; certificated in any category; having manufacturer serial numbers 0039, 0078, 0109, 0118, 0120, 0153, 0174, 0187, 0203, 0215, 0218, 0226, 0227, 0228, 0236, 0237, 0269, 0270, 0278, 0285, 0286, 0287, 0288, 0294, 0301, 0337, 0377, 0462, 0463, 0464, 0465, 0520, 0523, 0528, 0876, 0888, 0921, 0935, 0974, 1014, 1102, 1130, 1160, 1162, 1177, 1215, 1250, 1287, 1336, 1388, 1404, 1444, 1449, 1476, 1505, 1524, 1564, 1605, 1616, 1622, 1640, 1645, 1658, 1677, 1691, 1729, and 1905.

(d) Subject

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

(e) Reason

This AD was prompted by reports that corrosion was found on the overwing refueling aperture on the top wing skin, and that for certain airplanes, repairs made using primer coating may prevent proper electrical bonding provision between the overwing refueling cap adaptor and the wing skin. We are issuing this AD to detect and correct corrosion and improper bonding, which in combination with a lightning strike in this area, could create a source of ignition in a fuel tank, resulting in a fire or explosion, and consequent loss of the airplane.

(f) Compliance

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

(g) Electrical Bonding Test and General Visual Inspection if Necessary

Within 24 months after the effective date of this AD, do an electrical bonding test to check for bonding between the re-fuel adaptor of the gravity fill and the top skin panels on the left-hand and right-hand wings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1152, dated June 14, 2010.

(1) If the resistance value is 10 milliOhms or less at the left-hand and right-hand wing, no further action is required.

(2) If the resistance value is greater than 10 milliOhms at the left-hand or right-hand wing, before further flight, do a general visual inspection for corrosion of the component interface and adjacent area, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1152, dated June 14, 2010. If any corrosion is found during the inspection, before further flight, repair the gravity fill fuel adaptor, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1152, dated June 14, 2010; except where Airbus Service Bulletin A320-57-1152, dated June 14, 2010, specifies to contact Airbus, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

(h) Other FAA AD Provisions

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: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1405; 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.

(i) Related Information

Refer to MCAI EASA Airworthiness Directive 2011-0034, dated March 2, 2011; and Airbus Service Bulletin A320-57-1152, dated June 14, 2010; for related information.

(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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Airbus Service Bulletin A320-57-1152, dated June 14, 2010.

(2) For service information identified in this AD, contact Airbus, Airworthiness Office–EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.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 April 30, 2012.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-08 The Boeing Company: Amendment 39-17043; Docket No. FAA-2011-0993; Directorate Identifier 2011-NM-018-AD.

(a) Effective Date

This AD is effective June 18, 2012.

(b) Affected ADs

Certain requirements of this AD affect certain requirements of AD 2004-05-16, Amendment 39-13511 (69 FR 10917, March 9, 2004), and AD 2005-03-11, Amendment 39-13967 (70 FR 7174, February 11, 2005), corrected on March 11, 2005 (70 FR 12119).

(c) Applicability

This AD applies to The Boeing Company Model 767-200 and -300 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-53A0139, dated November 12, 2009.

Note 1 to paragraph (c) of this AD: Supplemental Type Certificate (STC) ST01920SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/\\$FILE/ST01920SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/$FILE/ST01920SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53: Fuselage.

(e) Unsafe Condition

This AD was prompted by reports of multiple site damage cracks in the radial web lap and tear strap splices of the aft pressure bulkhead at station (STA) 1582 due to fatigue. We are issuing this AD to prevent fatigue cracking of the aft pressure bulkhead, which could result in rapid decompression of the airplane and possible damage or interference with the airplane control systems that penetrate the bulkhead, and consequent loss of controllability of the airplane.

(f) Compliance

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

(g) Repetitive Inspections

Except as provided by paragraph (h) of this AD: Before the accumulation of 43,000 total flight cycles, or within 1,600 flight cycles after the effective date of this AD, whichever occurs later, do detailed, low-frequency eddy current, and mid-frequency eddy current inspections for cracking of the aft pressure bulkhead at STA 1582, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-53A0139, dated November 12, 2009. If any crack is found, before further flight, replace the bulkhead as required by paragraph (h) of this AD, or repair the crack in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-53A0139, dated November 12, 2009, and repeat the inspections thereafter at intervals not to exceed 1,600 flight cycles. If no crack is found, repeat the inspections thereafter at intervals not to exceed 1,600 flight cycles. Accomplishing the inspections required by this paragraph terminates the inspections required by paragraph (f) of AD 2005-03-11, Amendment 39-13967 (70 FR 7174, February 11, 2005), corrected on March 11, 2005 (70 FR 12119).

(h) Replacement

Except as provided by paragraph (g) of this AD: Before the accumulation of 43,000 total flight cycles, or within 5,000 flight cycles after the effective date of this AD, whichever occurs later: Replace the aft pressure bulkhead at STA 1582 with a new bulkhead, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-53A0139, dated November 12, 2009. Accomplishing the replacement in this paragraph terminates the repetitive inspections required by paragraph (g) of this AD. Accomplishing the replacement in this paragraph also terminates the inspections required by paragraphs (a) and (b) of AD 2004-05-16, Amendment 39-13511 (69 FR 10917, March 9, 2004), and paragraphs (f) and (h) of AD 2005-03-11, Amendment 39-13967 (70 FR 7174, February 11, 2005), corrected on March 11, 2005 (70 FR 12119).

(i) 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.

(j) Related Information

For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone (425) 917-6577; fax (425) 917-6590; email: berhane.alazar@faa.gov.

(k) 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.

(i) Boeing Alert Service Bulletin 767-53A0139, dated November 12, 2009.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 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 referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98057-3356. 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 NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Renton, Washington, on April 29, 2012.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-10 Pratt & Whitney Canada: Amendment 39-17045; Docket No. FAA-2012-0417;
Directorate Identifier 2012-NE-11-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 23, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines:

(1) That have had maintenance done to the power section module involving first stage sun gear or planet gear replacement since December 22, 2008; and

(2) That have any of the following Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage sun gears or planet gear sets installed:

(i) First stage sun gears P/N E3028456, all serial numbers (S/Ns).

(ii) First stage sun gears P/N E3037304, all S/Ns.

(iii) Planet gear sets P/N E3101455-02, all S/Ns.

(iv) Planet gear sets P/N E3101525-02, all S/Ns.

(d) Unsafe Condition

This AD was prompted by failures of certain first stage sun gears, manufactured by TAATI. We are issuing this AD to prevent failure of the sun gear and planet gears in the propeller reduction gearbox assembly, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

(e) Compliance

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

(2) Within 40 operating hours after the effective date of this AD, remove from service the following PMA replacement TAATI first stage sun gear and the planet gears from the propeller reduction gearbox assembly:

(i) First stage sun gears P/N E3028456, all S/Ns, and the associated planet gears.

(ii) First stage sun gears P/N E3037304, all S/Ns, and the associated planet gears.

(iii) Planet gear sets P/N E3101455-02, all S/Ns, and the associated sun gears.

(iv) Planet gear sets P/N E3101525-02, all S/Ns, and the associated sun gears.

(f) Installation Prohibition

After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA replacement first stage sun gear or a planet gear set, as listed in paragraph (c) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Special Flight Permits

Special flight permits are not authorized.

(i) Related Information

For more information about this AD, contact Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562-627-5252; fax: 562-627-5210; email: paul.craig@faa.gov.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on May 3, 2012.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-09-12 Airbus: Amendment 39-17047. Docket No. FAA-2011-1321; Directorate Identifier 2011-NM-045-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 21, 2012.

(b) Affected ADs

This AD supersedes AD 2005-23-02, Amendment 39-14360 (70 FR 69067, November 14, 2005).

(c) Applicability

This AD applies to Airbus airplanes listed in paragraphs (c)(1), (c)(2), and (c)(3) of this AD; certificated in any category; all serial numbers; if equipped with one or more additional center tank(s) (ACT) with a part number (P/N) listed in table 1 of this AD. This AD does not apply to airplanes already having received Airbus modification 38036 in production.

- (1) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (2) Model A320-211, -212, -214, -231, -232, and -233 airplanes.
- (3) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

Table 1—Affected ACT Part Numbers for Applicability

D2827091100000	D2827105100200	D2827105300600	D2827105500400
D2827091100200	D2827105100400	D2827105300800	D2827105500600
D2827091100400	D2827105100600	D2827105400000	D2827105500800
D2827091100600	D2827105100800	D2827105400200	D2827105600000
D2827091100800	D2827105200000	D2827105400400	D2827105600200
D2827091101000	D2827105200200	D2827105400600	D2827105600400
D2827091300000	D2827105200400	D2827105400800	D2827105600600
D2827091300200	D2827105200600	D2827105401000	D2827105600800
D2827091300400	D2827105200800	D2827105401200	D2827107500000
D2827091300600	D2827105300000	D2827105401400	D2827107500200
D2827091300800	D2827105300200	D2827105500000	D2827107500400
D2827105100000	D2827105300400	D2827105500200	D2827107500600

(d) Subject

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

(e) Reason

This AD was prompted by reports that the modification required by AD 2005-23-02, Amendment 39-14360 (70 FR 69067, November 14, 2005), was not fully effective. We are issuing this AD to prevent fuel and/or vapor leakage, which could result in a combustible fuel vapor/air mixture in the cargo compartment, and consequent fire risk.

(f) Compliance

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

(g) Retained Determination of Part Number With New Sealing Procedures

This paragraph restates the requirements of paragraph (f) of AD 2005-23-02, Amendment 39-14350 (70 FR 69067, November 14, 2005), with new sealing procedures. Within 30 days (for Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes) or 12 months (for Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes) after December 19, 2005 (the effective date of AD 2005-23-02, Amendment 39-14360 (70 FR 69067, November 14, 2005)): Determine whether the P/N of each ACT installed on the airplane is included in table 2 of this AD. If no ACT installed on the airplane has a P/N included in table 2 of this AD, no further work is required by this paragraph.

**Table 2—Affected ACT P/Ns for AD 2005-23-02, Amendment 39-14360
[70 FR 69067, November 14, 2005]**

D2827091100000	D2827105100200	D2827105300400	D2827105500200
D2827091100200	D2827105100400	D2827105400000	D2827105500400
D2827091100600	D2827105200000	D2827105400200	D2827105600000
D2827091300000	D2827105200200	D2827105400400	D2827105600200
D2827091300200	D2827105200400	D2827105400600	D2827105600400
D2827091300400	D2827105300000	D2827105400800	D2827107500000
D2827105100000	D2827105300200	D2827105500000	D2827107500200

(h) Retained Manhole Cover/Seal Replacement

This paragraph restates the requirements of paragraph (g) of AD 2005-23-02, Amendment 39-14350 (70 FR 69067, November 14, 2005). Within 30 days (for Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes) or 12 months (for Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, and -131 airplanes) after December 19, 2005 (the effective date of AD 2005-23-02, Amendment 39-14360 (70 FR 69067, November 14, 2005)): For each ACT P/N listed in table 2 of this AD: Before further flight, replace the outer ACT manhole cover with a reinforced manhole cover and replace the outer manhole cover seal with a new seal, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-28-1105, Revision 02, dated March 11, 2005. This paragraph provides credit for the replacements required by this paragraph if the replacements were performed before December 19, 2005, using Airbus Service Bulletin A320-28-1105, Revision 01, dated March 18, 2003; and Airbus Service Bulletin A320-28-1105, dated October 22, 2002. As of the effective date of this AD, doing the manhole cover seal replacement required by paragraph (i) of this AD, terminates the manhole cover seal replacement required by this paragraph.

(i) ACT Modification

Within 3,000 flight cycles or 24 months, whichever occurs first after the effective date of this AD: Modify the affected ACT listed in table 1 of this AD by replacing the manhole seal, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-28-1162, Revision 02, dated December 18, 2009. Accomplishing the manhole cover sealing replacement specified in this paragraph terminates the manhole cover sealing replacement required in paragraph (h) of this AD.

(j) Parts Installation

As of the effective date of this AD, no person may install an ACT, having a part number is listed in table 1 of this AD, on any airplane unless it has been modified prior to its installation, in accordance with Airbus Mandatory Service Bulletin A320-28-1162, Revision 02, dated December 18, 2009.

(k) Credit for Previous Actions

This paragraph provides credit for the modification required by paragraph (i) of this AD, if the modification was performed before the effective date of this AD using Airbus Mandatory Service Bulletin A320-28-1162, dated February 6, 2008; or Revision 01, dated July 16, 2008.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1405; 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.

(m) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0177, dated August 30, 2010; Airbus Mandatory Service Bulletin A320-28-1162, Revision 02, dated December 18, 2009; and Airbus Service Bulletin A320-28-1105, Revision 02, dated March 11, 2005; for related information.

(n) 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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51 on the date specified.

(2) The following service information was approved for IBR as of the effective date of this AD:

(i) Airbus Mandatory Service Bulletin A320-28-1162, Revision 02, dated December 18, 2009.

(3) The following service information was approved for IBR on December 19, 2005 (70 FR 69067, November 14, 2005):

(i) Airbus Service Bulletin A320-28-1105, Revision 02, dated March 11, 2005.

(4) For Airbus service information identified in this AD, contact Airbus, Airworthiness Office–EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email: account.airworth-eas@airbus.com; Internet <http://www.airbus.com>.

(5) 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.

(6) 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 May 1, 2012.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-13 Airbus: Amendment 39-17048. Docket No. FAA-2011-1327, Directorate Identifier 2011-NM-091-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 21, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category; all manufacturer serial numbers, except airplanes on which Airbus modification 200616 has been embodied in production.

(d) Subject

Air Transport Association (ATA) of America Code 32: Landing gear.

(e) Reason

This AD was prompted by a report of corrosion found on the main fitting of the nose landing gear (NLG) leg in the vicinity of the dowel pin bushes retaining the lower steering flange. We are issuing this AD to prevent NLG main fitting rupture, which could result in an NLG collapse.

(f) Compliance

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

(g) Modification

At the later of the times specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable: Modify the NLG main fitting by adding primer paint to the cadmium around the dowel bush holes, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3241, Revision 01, including Appendix 01, dated October 6, 2011 (for Model A330-200 and -300 airplanes, and Model A330-200 freighter series airplanes); or Airbus Mandatory Service Bulletin A340-32-4282, Revision 01, including Appendix 01, dated October 6, 2011 (for Model A340-200 and -300 airplanes).

(1) Within 60 months since first flight of the NLG on any airplane.

(2) Within 60 months since first flight of the NLG on any airplane after the most recent overhaul of the NLG.

- (3) Within 24 months after the effective date of this AD.

(h) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Mandatory Service Bulletin A330-32-3241, dated November 26, 2010 (for Model A330-200 and -300 airplanes, and Model A330-200 freighter series airplanes); or A340-32-4282, dated November 26, 2010 (for Model A340-200 and -300 airplanes).

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-1138; 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.

(j) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0032, dated March 1, 2011, and the service information specified in paragraphs (j)(1) and (j)(2) of this AD, for related information.

(1) Airbus Mandatory Service Bulletin A330-32-3241, Revision 01, including Appendix 01, dated October 6, 2011.

(2) Airbus Mandatory Service Bulletin A340-32-4282, Revision 01, including Appendix 01, dated October 6, 2011.

(k) 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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(i) Airbus Mandatory Service Bulletin A330-32-3241, Revision 01, including Appendix 01, dated October 6, 2011.

(ii) Airbus Mandatory Service Bulletin A340-32-4282, Revision 01, including Appendix 01, dated October 6, 2011.

(2) For service information identified in this AD, contact Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.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 May 1, 2012.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-09-14 The Boeing Company: Amendment 39-17049; Docket No. FAA-2012-0105; Directorate Identifier 2011-NM-123-AD.

(a) Effective Date

This AD is effective June 21, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes; certificated in any category; as identified in Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition

This AD was prompted by reports of fractured and missing latch pin retention bolts that secure the latch pins on the forward cargo door. We are issuing this AD to detect and correct fractured and missing latch pin retention bolts, which could result in potential separation of the cargo door from the airplane and catastrophic decompression of the airplane.

(f) Compliance

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

(g) Inspect Retention Bolt of Latch Pin Fittings No. 1 Through No. 8

At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010, except as specified in paragraph (i) of this AD: Do a detailed inspection for fractured and/or missing latch pin retention bolts of the latch pin fittings of the lower sill of the forward large cargo door, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010, except as provided by paragraph (h) of this AD. Do all applicable related investigative and corrective actions at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010. Repeat the inspection thereafter at the applicable time specified in paragraph 1.E.,

"Compliance," of Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010, except as specified in paragraph (j) of this AD.

(h) Repair

If any cut, crack, or damage is found during any inspection required by this AD, and Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010, specifies to contact Boeing for appropriate action: Before further flight, repair the cut, crack, or damage in accordance with a method approved by the Manager, Seattle, Aircraft Certification Office (ACO), FAA. 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.

(i) Exception to Compliance Time

Where Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010, specifies a compliance time after the date on that service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(j) Optional Terminating Action for Repetitive Inspections

Replacing latch pin retention bolts made of titanium with new Inconel bolts, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010, terminates the repetitive inspections required by paragraph (g) of this AD at Stations 509.10, 522.75, 537.50, 554.30, 562.90, 579.70, 591.25, and 604.90, latch pin fittings No. 1 through No. 8.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO, 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.

(l) Related Information

For more information about this AD, contact Ana Martinez Hueto, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6592; fax: 425-917-6590; email: ana.m.hueto@faa.gov.

(m) 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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information:

(i) Boeing Alert Service Bulletin 777-52A0038, Revision 1, dated June 24, 2010.

(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 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 NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

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Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.