



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT**

**BIWEEKLY 2012-07**

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U.S. Department of Transportation  
Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P. O. Box 25082  
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			
<b>Biweekly 2012-01</b>			
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 737
2011-27-03		Boeing	
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X
<b>Biweekly 2012-02</b>			
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
<b>Biweekly 2012-03</b>			
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
<b>Biweekly 2012-04</b>			
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
<b>Biweekly 2012-05</b>			
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 model 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
<b>Biweekly 2012-06</b>			
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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<b>Biweekly 2012-07</b>			
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



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**CORRECTION:** Federal Register Volume 77, Number 58 (Monday, March 26, 2012); Page 17327.

**2012-04-11 Airbus:** Amendment 39-16967. Docket No. FAA-2011-1087; Directorate Identifier 2011-NM-032-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 17, 2012.

**(b) Affected ADs**

This AD supersedes AD 97-22-13, Amendment 39-10185 (62 FR 58891, October 31, 1997); and AD 2002-10-06, Amendment 39-12752 (67 FR 35425, May 20, 2002).

**(c) Applicability**

This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all serial numbers; if equipped with a flight warning computer (FWC) with a part number (P/N) listed in table 1 of this AD.

**Table 1–List of FWC Part Numbers Affected by This AD**

<b>FWC Part Number</b>
350E017238484 (H1D1)
350E016187171 (C5)
350E017248685 (H1D2)
350E017251414 (H1E1)
350E017271616 (H1E2)
350E018291818 (H1E3CJ)
350E018301919 (H1E3P)
350E018312020 (H1E3Q)
350E053020202 (H2E2)
350E053020303 (H2E3)
350E053020404 (H2E4)
350E053020606 (H2F2)
350E053020707 (H2F3)
350E053021010 (H2F3P)
350E053020808 (H2F4)

**(d) Subject**

Air Transport Association (ATA) of America Code 31: Indicating and Recording Systems.

**(e) Reason**

This AD was prompted by in-service events of thrust lever mismanagement and a manufacturer analysis on the failure to follow procedure or heed existing cockpit cues. The analysis of the thrust lever management issue showed two categories of scenarios that could lead to thrust asymmetry during landing, with controllability and deceleration consequences. We are issuing this AD to prevent thrust asymmetry conditions which could result in loss of control of the airplane during 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) Restatement of Requirements of AD 2002-10-06, Amendment 39-12752 (67 FR 35425, May 20, 2002): Modification**

(1) For Model A319, A320, and A321 series airplanes without Airbus modification 26017: Within 18 months after June 24, 2002 (the effective date of AD 2002-10-06, Amendment 39-12752 (67 FR 35425, May 20, 2002)), replace the flight warning computers (FWCs) in accordance with Airbus Service Bulletin A320-31-1106, Revision 04, dated December 21, 1999; or Airbus Mandatory Service Bulletin A320-31-1106, Revision 05, dated September 21, 2000.

(2) This paragraph provides credit for replacement of the FWCs required by paragraph (g)(1) of this AD, if the replacement was done before June 24, 2002 (the effective date of AD 2002-10-06, Amendment 39-12752 (67 FR 35425, May 20, 2002)), using Airbus Service Bulletin A320-31-1106, dated January 3, 1997; Revision 01, dated April 16, 1997; Revision 02, dated January 20, 1998; or Revision 03, dated July 9, 1999.

**(h) Restatement of Requirements of AD 2002-10-06, Amendment 39-12752 (67 FR 35425, May 20, 2002): Optional Method of Compliance**

Installation of a FWC standard in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-31-1141, Revision 04, dated February 14, 2002, is an acceptable method of compliance with the replacement required by paragraph (g) of this AD.

**(i) New Requirements of This AD: Flight Warning Computer Replacement**

Within 48 months after the effective date of this AD: Replace both FWC units with FWC part number 350E053020909, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-31-1334, Revision 04, including Appendix 01, dated September 12, 2011.

**(j) Credit for Previous Actions**

(1) For all airplanes, except for Model A319 series airplanes on which modifications 28238, 28162, and 28342 have been incorporated: This paragraph provides credit for replacing both FWCs, as required by paragraph (i) of this AD, if the replacements were performed before the effective date of this AD using Airbus Service Bulletin A320-31-1334, dated July 30, 2009; Revision 01, dated December 14, 2009; Revision 02, dated September 13, 2010; or Revision 03, dated March 15, 2011.

(2) This paragraph provides credit for replacing both FWCs in lieu of the installation specified in paragraph (h) of this AD, if the replacements were performed before the effective date of this AD using Airbus Service Bulletin A320-31-1141, dated March 6, 2000; Revision 01, dated May 25, 2000; Revision 02, dated January 22, 2001; or Revision 03, dated June 12, 2001.

**(k) Parts Installation**

As of the effective date of this AD, and after accomplishing the actions in paragraph (i) of this AD, no person may install a FWC with a part number listed in table 1 of this AD on any airplane.

**(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: Tim Dulin, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-2141; 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 EASA Airworthiness Directive 2011-0001, dated January 10, 2011; Airbus Service Bulletin A320-31-1106, Revision 04, dated December 21, 1999; Airbus Mandatory Service Bulletin A320-31-1106, Revision 05, dated September 21, 2000; Airbus Service Bulletin A320-31-1141, Revision 04, dated February 14, 2002; and Airbus Mandatory Service Bulletin A320-31-1334, Revision 04, including Appendix 01, dated September 12, 2011; 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 on April 17, 2012.

(i) Airbus Mandatory Service Bulletin A320-31-1106, Revision 05, dated September 21, 2000.

(ii) Airbus Service Bulletin A320-31-1141, Revision 04, dated February 14, 2002.

(iii) Airbus Mandatory Service Bulletin A320-31-1334, Revision 04, including Appendix 01, dated September 12, 2011.

(3) The following service information was approved for IBR on June 24, 2002 (67 FR 35425, May 20, 2002).

(i) Airbus Service Bulletin A320-31-1106, Revision 04, dated December 21, 1999.

(4) 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](mailto: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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on January 24, 2012.

Kalene C. Yanamura,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-05-02 The Boeing Company:** Amendment 39-16974; Docket No. FAA-2010-0858; Directorate Identifier 2010-NM-183-AD.

**(a) Effective Date**

This AD is effective May 10, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes; certificated in any category; as identified in Boeing Service Bulletin 737-78-1082, dated March 25, 2010.

**(d) Subject**

Air Transport Association (ATA) of America Code 78: Engine exhaust.

**(e) Unsafe Condition**

This AD results from reports of heat damage to the inner wall of the thrust reversers. The Federal Aviation Administration is issuing this AD to detect and correct such heat damage, which could result in separation of adjacent components and consequent structural damage to the airplane, damage to other airplanes, and injury to people on the ground.

**(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 of Thrust Reverser Inner Wall**

Except as required by paragraph (m) of this AD: Within 24 months after the effective date of this AD, modify the thrust reverser inner wall, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-78-1082, dated March 25, 2010.

**(h) Actions Concurrent With Paragraph (g) of This AD**

Before or concurrently with accomplishment of the requirements of paragraph (g) of this AD, do the actions specified in paragraphs (h)(1) and (h)(2) of this AD, as applicable.

(1) For airplanes identified in Boeing Service Bulletin 737-78-1063, Revision 2, dated October 7, 1999: Replace the inner wall blanket insulation, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-78-1063, Revision 2, dated October 7, 1999.

(2) For airplanes equipped with engines identified in CFM CFM56-7B Service Bulletin 73-0135, dated March 30, 2007: Install updated full-authority digital electronic control (FADEC) software, in accordance with the Accomplishment Instructions of CFM CFM56-7B Service Bulletin 73-0135, dated March 30, 2007.

#### **(i) Inspection/Measurement**

At the applicable time specified in paragraph (j) of this AD: Do the actions specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-78-1088, dated May 12, 2010. If any damage or discrepancy is found, before further flight, do all applicable corrective actions, in accordance with Accomplishment Instructions of Boeing Service Bulletin 737-78-1088, dated May 12, 2010; except as required by paragraph (k) of this AD; and except where the service bulletin refers to "unsatisfactory" findings, this AD assumes those parts or locations are "unserviceable."

(1) Do a detailed inspection for damage of the engine side and inner wall side of the upper and lower insulation blankets.

(2) Measure the electrical conductivity on the aluminum upper compression pads 2 and 3, as applicable.

(3) Inspect for discrepancies of the thrust reverser inner wall (including an ultrasonic inspection for interply delamination and skin-to-core disbond, a detailed inspection for signs of heat damage as applicable, and a detailed inspection for loose fasteners where the inner wall attaches to the hinge beam and at the fasteners for the compression pads).

#### **(j) Compliance Times for Paragraph (i) of This AD**

Do the actions specified in paragraph (i) of this AD at the applicable time specified in paragraph (j)(1), (j)(2), (j)(3), (j)(4), or (j)(5) of this AD.

(1) For airplanes with thrust reverser part number (P/N) 315A2295-003 through 315A2295-154 inclusive: Do the actions within 30 months after the effective date of this AD.

(2) For airplanes with thrust reverser P/N 315A2295-155 through 315A2295-174 inclusive: Do the actions within 60 months after the effective date of this AD.

(3) For airplanes with thrust reverser P/N 315A2295-175 through 315A2295-190 inclusive: Do the actions within 72 months after the effective date of this AD.

(4) For airplanes with thrust reverser P/N 315A2295-191 through 315A2295-198 inclusive: Do the actions within 84 months after the effective date of this AD.

(5) For airplanes with thrust reverser P/N 315A2295-199 through 315A2295-202 inclusive: Do the actions within 96 months after the effective date of this AD.

#### **(k) Exception to Boeing Service Bulletin 737-78-1088 Procedures**

Where Boeing Service Bulletin 737-78-1088, dated May 12, 2010, specifies to contact Boeing for appropriate action, repair before further flight 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.

### **(l) Concurrent Actions for Paragraph (i) of This AD**

For airplanes identified in Boeing Service Bulletin 737-78-1069, Revision 4, dated June 16, 2005: Before or concurrently with the accomplishment of the requirements of paragraph (i) of this AD, modify the thrust reverser inner wall and insulation blankets, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-78-1069, Revision 4, dated June 16, 2005. This paragraph provides credit for the actions specified in Boeing Service Bulletin 737-78-1069, Revision 4, dated June 16, 2005, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 737-78-1069, Revision 1, dated June 13, 2002; Revision 2, dated February 6, 2003; or Revision 3, dated August 5, 2004.

### **(m) Concurrent Actions for Paragraph (i) of This AD Done Before the Compliance Time for paragraph (g) of This AD**

If the actions required by paragraph (i) of this AD are done before the compliance time specified in paragraph (g) of this AD: Before or concurrently with the accomplishment of the actions required by paragraph (i) of this AD, the modification required by paragraph (g) of this AD must be done.

### **(n) Option to Requirements of Paragraphs (g) and (i) of This AD**

Accomplishment of all of the actions (including inspections and modification) specified in Boeing Service Bulletin 737-78-1079, Revision 2, dated June 7, 2010, within 24 months after the effective date of this AD, is acceptable for compliance with the requirements of paragraphs (g) and (i) of this AD; except that this AD requires removing the affected compression pads and inspecting the underlying structures regardless whether a pad assembly is made of titanium or aluminum alloy. Accomplishment of all of the actions (including inspections and modification) specified in Boeing Service Bulletin 737-78-1079, Revision 2, dated June 7, 2010, within 24 months after the effective date of this AD, is acceptable for compliance with the requirements of this AD provided applicable repairs are done before further flight, and provided the applicable actions specified in paragraphs (h)(1), (h)(2), and (l) of this AD have been done. This paragraph provides credit for the actions specified in Boeing Service Bulletin 737-78-1079, Revision 2, dated June 7, 2010, if those actions were done before the effective date of this AD using Boeing Service Bulletin 737-78-1079, dated August 6, 2007; or Revision 1, dated December 17, 2007.

### **(o) 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.

### **(p) Related Information**

For more information about this AD, contact Chris R. Parker, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6496; fax: 425-917-6590; email: chris.r.parker@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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

- (i) Boeing Service Bulletin 737-78-1063, Revision 2, dated October 7, 1999.
- (ii) Boeing Service Bulletin 737-78-1069, Revision 4, dated June 16, 2005.
- (iii) Boeing Service Bulletin 737-78-1082, dated March 25, 2010.
- (iv) Boeing Service Bulletin 737-78-1088, dated May 12, 2010.
- (v) CFM CFM56-7B Service Bulletin 73-0135, dated March 30, 2007.

(2) If you accomplish the optional actions specified by this AD, you must use the following service information to perform those actions, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information:

- (i) Boeing Service Bulletin 737-78-1079, Revision 2, dated June 7, 2010.

(3) For Boeing 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](mailto:me.boecom@boeing.com); Internet <https://www.myboeingfleet.com>. For CFM service information identified in this AD, contact CFM International, Technical Publications Department, 1 Neumann Way, Cincinnati, Ohio 45215; phone: 513-552-2800; fax: 513-552-2816; Internet: <http://www.cfm56.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 an NARA facility, call 202-741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on February 22, 2012.

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



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**2012-05-06 Lockheed Martin Corporation/Lockheed Martin Aeronautics Company:**  
Amendment 39-16978; Docket No. FAA-2011-0723; Directorate Identifier 2010-NM-080-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective May 10, 2012.

**(b) Affected ADs**

This AD supersedes AD 95-20-04 R1, Amendment 39-9454 (60 FR 63414, December 11, 1995).

**(c) Applicability**

All Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3 airplanes, certificated in any category.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by an evaluation by the manufacturer of usage and flight data that provided additional information about certain structurally significant details (SSDs) where fatigue damage is likely to occur. We are issuing this AD to prevent fatigue cracking that could compromise the structural integrity of these airplanes.

**(f) Compliance**

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

**(g) Retained Maintenance Program Revision**

This maintenance program revision is retained from AD 95-20-04 R1, Amendment 39-9454 (60 FR 63414, December 11, 1995): For Model L-1011-385-1, L-1011-385-1-14, and L-1011-385-1-15 airplanes: Within 12 months after November 2, 1995 (the effective date of AD 95-20-04 R1, Amendment 39-9454 (60 FR 63414, December 11, 1995)), incorporate a revision into the maintenance inspection program which provides for inspection(s) of the structurally significant details (SSD) defined in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994. Doing the revision required by paragraph (h) of this AD terminates the requirement to revise the maintenance inspections program specified in this paragraph. Doing the inspections required by paragraph (i) of this AD terminates the corresponding inspection requirements of this paragraph.

(1) The initial inspection for each SSD must be performed at the later of the times specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) Within one repeat interval measured from November 2, 1996 (12 months after November 2, 1995).

(ii) Prior to the threshold specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, for that SSD.

(2) A 10 percent deviation from the repetitive interval specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, for that SSD is acceptable to allow for planning and scheduling time.

(3) If Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, specifies that inspection of any SSD be performed at every "C" check, those inspections must be performed at intervals not to exceed 5,000 hours time-in-service or 2,500 flight cycles, whichever occurs earlier.

(4) If Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, specifies either the initial inspection or the repetitive inspection intervals for any SSD in terms of flight hours or flight cycles, the inspection shall be performed prior to the earlier of the terms (whichever occurs first on the airplane: either accumulated number of flight hours, or accumulated number of flight cycles).

(5) The non-destructive inspection techniques referenced in Section VI., "Appendix," of Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, provide acceptable methods for accomplishing the inspections required by paragraph (g) of this AD.

#### **(h) New Requirements of This AD: Maintenance Program Revision**

For all airplanes: Within 12 months after the effective date of this AD, incorporate a revision into the maintenance inspection program which provides for inspection(s) of the SSDs defined in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009. Doing this revision terminates the requirement to revise the maintenance inspection program as specified in paragraph (g) of this AD.

#### **(i) New Requirement of This AD: Threshold and Intervals**

For all airplanes: Do all applicable inspections specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009. Do the initial inspection or next repetitive inspection at the applicable time specified in paragraphs (i)(1) and (i)(2) of this AD, except as provided by paragraphs (j), (k), and (l) of this AD. Repeat the inspections thereafter in accordance with the intervals and actions specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009, except as provided by paragraphs (j), (k), and (l) of this AD. The non-destructive inspection techniques referenced in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009, provide acceptable methods for accomplishing the inspections required by this AD. Doing the inspections required by this paragraph of this AD terminates the corresponding inspection requirements of paragraph (g) of this AD.

(1) For Model L-1011-385-3 airplanes; and for Model L-1011-385-1, L-1011-385-1-14, and L-1011-385-1-15 airplanes on which the initial inspection required by paragraph (g) of this AD has not been accomplished before the effective date of this AD: Do the initial inspection at the later of the times specified in paragraphs (i)(1)(i) and (i)(1)(ii) of this AD.

(i) Within one repeat interval measured from a date 12 months after the effective date of this AD.

(ii) Before the threshold specified for that SSD in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009.

(2) For Model L-1011-385-1, L-1011-385-1-14, and L-1011-385-1-15 airplanes on which the initial inspection required by paragraph (g) of this AD has been accomplished before the effective date of this AD: Do the next repetitive inspection at the earlier of the times specified in paragraphs (i)(2)(i) and (i)(2)(ii) of this AD.

(i) Within the next repetitive inspection interval specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994, for that SSD.

(ii) Within one repeat interval measured from a date 12 months after the effective date of this AD; or within the next repetitive interval specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009, for that SSD; whichever occurs later.

#### **(j) Exception to Intervals—10 Percent Deviation Allowed**

For all airplanes: A 10 percent deviation from the repetitive interval specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009, for that SSD is acceptable to allow for planning and scheduling time.

#### **(k) Exception to Intervals Specifying "C" Check**

For all airplanes: Where Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009, specifies that inspection of any SSD be performed at every "C" check, those inspections must be performed at intervals not to exceed 5,000 flight hours or 2,500 flight cycles, whichever occurs earlier.

#### **(l) Exceptions to Threshold and Intervals**

For all airplanes: Where Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009, specifies either the initial inspection or the repetitive inspection intervals for any SSD in terms of flight hours or flight cycles, the inspection must be performed prior to the earlier of the terms (whichever occurs first on the airplane: either accumulated number of flight hours, or accumulated number of flight cycles).

#### **(m) Exception to Inspection Procedure**

For all airplanes: There should be no repair or modification work done in the inspection area before the initial inspections required by paragraph (i) of this AD; any changes in the inspection area could affect the inspection procedure.

#### **(n) New Requirements of This AD: Repair**

For all airplanes: If any cracking is found in any SSD during any inspection required by this AD, prior to further flight, repair in accordance with paragraph (n)(1), (n)(2), or (n)(3) of this AD:

(1) In accordance with the Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994; or revised April 2009. After doing the revision required by paragraph (h) of this AD, repair in accordance with Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009.

**Note 1** to paragraph (n)(1) of this AD: Guidance on doing repairs in accordance with a "L-1011-385 Series Supplemental Inspection Document" specified in paragraph (n)(1) of this AD can be found

in the applicable service bulletins identified in certain SSDs of the "L-1011-385 Series Supplemental Inspection Document" specified in paragraph (n)(1) of this AD.

(2) In accordance with Lockheed L-1011 Structural Repair Manual, Revision 80, dated December 15, 2009.

(3) In accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA.

**(o) New Requirements of This AD: Reporting**

For all airplanes: At the later of the times specified in paragraphs (o)(1) and (o)(2) of this AD, submit a report of the results (positive or negative) of the inspection(s) to Lockheed in accordance with Section V., Data Reporting System (DRS), of the applicable Lockheed Document specified in paragraph (o)(1) of this AD. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) Within 30 days after returning the airplane to service, subsequent to accomplishment of the inspection(s) specified in Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994; or Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009.

(2) Within 30 days after the effective date of this AD.

**(p) Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

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

(1) The Manager, Atlanta 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.

(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.

**(r) Related Information**

For more information about this AD, contact Carl Gray, Aerospace Engineer, Airframe Branch, ACE-117A, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; phone: 404-474-5554; fax: 404-474-5606; email: Carl.W.Gray@faa.gov.

**(s) 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 May 10, 2012.

(i) Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised April 2009.

(ii) Lockheed L-1011 Structural Repair Manual, Revision 80, dated December 15, 2009, which contains the following errors:

(A) Page 13/14 of Section 51-10-06, pages 1 through 10 of the Table of Contents for Chapter 54, and page 809/810 of Section 55-35-00 show a page date of "Date 15XX;" these pages should be dated December 15, 2009.

(B) The List of Effective Pages for Chapter 51 identifies incorrect dates for pages 3 and 4 of the Table of Contents for Chapter 51; the correct date of those pages is March 15, 1999.

(C) Page 7 of the List of Effective Pages for Chapter 53 does not list a configuration number for page 20 of Section 53-21-00; that page should be identified as configuration 2.

(D) The List of Effective Pages for Chapter 53 identifies incorrect dates for pages 3 and 5 of Section 53-14-00 (Configuration 2); the correct dates are September 15, 1995, for page 3, and March 15, 1994, for page 5.

(E) The List of Effective Pages for Chapter 53 identifies an incorrect date for page 4 of Section 53-15-00; the correct date for that page is September 15, 1981.

(F) The List of Effective Pages for Chapter 54 identifies an incorrect date for page 1 of Section 54-23-00; the correct date for that page is May 15, 1986.

(G) The List of Effective Pages for Chapter 54 identifies an incorrect date for page 4 of Section 54-32-00; the correct date for that page is March 15, 1992.

(H) The List of Effective Pages for Chapter 57 identifies an incorrect date for page 13 of Section 57-00-00; the correct date for that page is April 15, 2005.

(I) The List of Effective Pages for Chapter 57 identifies an incorrect date for pages 16 and 18 of Section 57-12-00; the correct date for those pages is March 15, 1983.

(J) The List of Effective Pages for Chapter 57 identifies an incorrect date for pages 801, 802, and 805/806 of Section 57-13-00; the correct date for those pages is December 15, 2009.

(K) The List of Effective Pages for Chapter 57 identifies an incorrect date for pages 810 through 819 of Section 57-51-00; the correct date for those pages is December 15, 2009.

(L) The List of Effective Pages for Chapter 57 identifies an incorrect date for page 4 of Section 57-52-00; the correct date for that page is December 15, 2009.

(M) Page 25, dated March 15, 1983, and page 26, dated May 15, 1986, of Section 57-12-00 were inadvertently omitted from the List of Effective Pages for Chapter 57.

(4) The following service information was approved for IBR November 2, 1995 (60 FR 51713, October 3, 1995).

(i) Lockheed Document Number LG92ER0060, "L-1011-385 Series Supplemental Inspection Document," revised January 1994.

(5) For service information identified in this AD, contact Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, L1011 Technical Support Center, Dept. 6A4M, Zone 0579, 86 South Cobb Drive, Marietta, Georgia 30063-0579; telephone 770-494-5444; fax 770-494-5445; email L1011.support@lmco.com; Internet <http://www.lockheedmartin.com/ams/tools/TechPubs.html>.

(6) 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.

(7) 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, WA, on March 1, 2012.

Jeffrey E. Duven,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-06-03 Bombardier, Inc.:** Amendment 39-16984. Docket No. FAA-2011-1064; Directorate Identifier 2011-NM-075-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 10, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

(1) This AD applies to all Bombardier, Inc. Model BD-100-1A10 (Challenger 300) airplanes, certificated in any category.

(2) This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these tasks is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (j) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

**(d) Subject**

Air Transport Association (ATA) of America Code 55: Stabilizers.

**(e) Reason**

This AD was prompted by reports that the horizontal stabilizer trim actuator (HSTA) no-back and the number 1 motor brake assembly (MBA) can both fail dormant. We are issuing this AD to prevent dormant failure of the HSTA no-back and the number 1 MBA, which along with additional component failure could result in an uncontrollable horizontal stabilizer surface runaway without the ability to retrim, 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) Add Task 27-40-00-107 to the Maintenance Program**

Within 30 days after the effective date of this AD: Revise the maintenance program by incorporating Task 27-40-00-107, "Functional Test of the Horizontal Stabilizer Trim Actuator (HSTA) No Back," in accordance with Bombardier Temporary Revision 5-2-59, dated November 25,

2010, to Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual. For this task, the initial compliance time starts at the applicable time specified in paragraph (g)(1) or (g)(2) of this AD.

**Note 1 to paragraphs (g) and (h) of this AD:** The maintenance program revision required by paragraphs (g) and (h) of this AD may be done by inserting a copy of Bombardier Temporary Revision 5-2-59, dated November 25, 2010, into Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual. When this Temporary Revision has been included in the general revisions of Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual, the general revisions may be inserted in Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual, provided that the relevant information in the general revision is identical to that in Bombardier Temporary Revision 5-2-59, dated November 25, 2010, to Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual.

(1) For HSTAs with 2,600 or fewer total flight hours on the HSTA as of the effective date of this AD: Prior to the accumulation of 3,000 total flight hours on the HSTA.

(2) For HSTAs with more than 2,600 total flight hours on the HSTA as of the effective date of this AD: Within 400 flight hours or 6 months after the effective date of this AD, whichever occurs first.

**(h) Add Task 27-41-05-105 to the Maintenance Program**

Within 30 days after the effective date of this AD, whichever occurs later: Revise the maintenance program by incorporating Task 27-41-05-105, "Functional Test of the Horizontal Stabilizer Trim Actuator (HSTA) Brake System," in accordance with Bombardier Temporary Revision 5-2-59, dated November 25, 2010, to Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual. For this task, the initial compliance time starts at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD.

(1) For airplanes with 400 or fewer total flight hours as of the effective date of this AD: Prior to the accumulation of 800 total flight hours.

(2) For airplanes with more than 400 total flight hours as of the effective date of this AD: Within 400 flight hours or 12 months after the effective date of this AD, whichever occurs first.

**(i) No Alternative Actions or Intervals**

After accomplishing the revision required by paragraphs (g) and (h) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, 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 ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone 516-228-7300; fax 516-794-5531. 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.

### **(k) Related Information**

Refer to MCAI Canadian Airworthiness Directive CF-2011-05, dated March 24, 2011; and Bombardier Temporary Revision 5-2-59, dated November 25, 2010, to Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual; for related information.

### **(l) Material Incorporated by Reference**

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

(i) Bombardier Temporary Revision 5-2-59, dated November 25, 2010, to Section 5-10-40, of Part 2, of the Bombardier Challenger 300 BD-100 Time Limits/Maintenance Checks Manual.

(2) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email [thd.crj@aero.bombardier.com](mailto:thd.crj@aero.bombardier.com); Internet <http://www.bombardier.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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 9, 2012.

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



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**2012-06-06 The Boeing Company:** Amendment 39-16987; Docket No. FAA-2009-0908; Directorate Identifier 2009-NM-067-AD.

**(a) Effective Date**

This AD is effective May 10, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category; as identified in the applicable service bulletin specified in paragraph (c)(1) or (c)(2) of this AD.

(1) For Model 757-200, -200PF, and -200CB series airplanes: Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012.

(2) For Model 757-300 series airplanes: Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 28, Fuel.

**(e) Unsafe Condition**

This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent damage to the fuel pumps caused by electrical arcing that could introduce an ignition source in the fuel tank, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

**(f) Compliance**

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

**(g) Replacement, Measurements, and Test**

For airplanes on which the actions specified in Boeing Alert Service Bulletin 757-28A0078, dated July 16, 2008, or 757-28A0079, dated July 16, 2008, have not been accomplished before the effective date of this AD: Within 60 months after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Replace the power control relays for the main tank fuel boost pumps with new relays having a ground fault interrupter (GFI) feature; do applicable electrical bonding resistance measurements

between the GFI relays and their installation panel to verify that applicable bonding requirements are met; and do an operational test to ensure correct operation; as specified in Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012 (for Model 757-200, -200CB, and -200PF series airplanes); or Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012 (for Model 757-300 series airplanes). Do all actions in accordance with Part 1 of the Accomplishment Instructions of Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012 (for Model 757-200, -200CB, and -200PF series airplanes); or Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012 (for Model 757-300 series airplanes).

(2) Replace the power control relays for the center tank override fuel boost pumps with new relays having a GFI feature, in accordance with the actions required in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) Replace the power control relays with new relays having a GFI feature; do applicable electrical bonding resistance measurements between the GFI relays and their installation panel to verify that applicable bonding requirements are met; and do an operational test to ensure correct operation; as specified in Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012 (for Model 757-200, -200CB, and -200PF series airplanes); or Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012 (for Model 757-300 series airplanes). Do all actions in accordance with Part 1 of the Accomplishment Instructions of Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012 (for Model 757-200, -200CB, and -200PF series airplanes), or Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012 (for Model 757-300 series airplanes).

(ii) Install and maintain TDG Aerospace universal fault interrupters (UFIs), in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA.

**Note 1 to paragraph (g)(2)(ii) of this AD:** Guidance on installing TDG Aerospace UFIs can be found in Supplemental Type Certificate ST01950LA ([http://rgl.faa.gov/Regulatory-and-Guidance-Library/rgSTC.nsf/0/196ec7e864607b5b862573c5007cb3b5/\\$FILE/ST01950LA.pdf](http://rgl.faa.gov/Regulatory-and-Guidance-Library/rgSTC.nsf/0/196ec7e864607b5b862573c5007cb3b5/$FILE/ST01950LA.pdf)).

### **(h) Inspection**

For airplanes on which the actions specified in Boeing Alert Service Bulletin 757-28A0078, dated July 16, 2008, or 757-28A0079, dated July 16, 2008, have been accomplished before the effective date of this AD: Within 60 months after the effective date of this AD, do a general visual inspection to verify that each GFI installation screw has enough grip length to hold the screws in each nut plate, and do applicable electrical bonding resistance measurements between the GFI relays and their installation panel to verify that applicable bonding requirements are met. If the screw does not have enough grip length, before further flight, install a longer screw. Do all actions in accordance with Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012 (for Model 757-200, -200CB, and -200PF series airplanes); or Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012 (for Model 757-300 series airplanes).

### **(i) Credit for Previous Actions**

This paragraph provides credit for the actions required by this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 757-28A0078 or 757-28A0079, both Revision 1, both dated August 24, 2010.

### **(j) 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.

### **(k) Related Information**

For more information about this AD, contact Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, Seattle ACO, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6482; fax: (425) 917-6590; email: Georgios.Roussos@faa.gov. Or, email information to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

### **(l) Material Incorporated by Reference**

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

- (i) Boeing Service Bulletin 757-28A0078, Revision 2, dated January 11, 2012.
- (ii) Boeing Service Bulletin 757-28A0079, Revision 2, dated January 11, 2012.

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

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

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

Issued in Renton, Washington, on March 9, 2012.

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



**CORRECTION:** Federal Register Volume 77, Number 67 (Friday, April 6, 2012); Page 20700.

**2012-06-10 Airbus:** Amendment 39-16991. Docket No. FAA-2012-0292; Directorate Identifier 2011-NM-056-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 16, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, manufacturer serial numbers 0895, 0898 through 0900 inclusive, 0903 through 0909 inclusive, 0911, 0913 through 0916 inclusive, 0918 through 0920 inclusive, 0922, 0923, 0926, 0927, 0930 through 0932 inclusive, 0934 through 0936 inclusive, 0940, and 0951.

(2) Model A340-541 and -642 airplanes, manufacturer serial numbers 0846, 0848, 0894, 0897, 0902, 0910, 0912, 0917, and 0929.

**(d) Subject**

Air Transport Association (ATA) of America Code 53: Fuselage.

**(e) Reason**

This AD was prompted by reports of cracked nuts detected during production. We are issuing this AD to detect and correct cracked or missing nuts, and replace all affected nuts in multiple locations (including fuel tank areas) that could result in 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) Inspection and Corrective Action in Fuel Tank Areas**

For nuts having part number (P/N) ASNA2531-4, located in fuel tank areas overcoated with sealant: Within 144 months since first flight of the airplane or 6 months after the effective date of this AD, whichever comes later, do a detailed inspection for missing or cracked nuts having P/N ASNA2531-4, located in fuel tank areas overcoated with sealant, in accordance with the

Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010 (for Model A330-200 and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010 (for Model A340-500 and -600 series airplanes).

(1) If any nut is found missing: Before further flight, repair the condition according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA (or its delegated agent).

(2) If any nut is found cracked: Before further flight, replace the cracked nuts with new nuts having the same part number, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010 (for Model A330-200 and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010 (for Model A340-500 and -600 series airplanes).

(3) For any nut that is neither missing nor cracked: Before further flight, replace nut with a new nut having the same part number, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010 (for Model A330-200 and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010 (for Model A340-500 and -600 series airplanes).

#### **(h) Inspection and Corrective Action in Areas Other Than Fuel Tank Areas**

For nuts having P/N ASNA2531-4 not located in fuel tank areas: Within 72 months since first flight of airplane or 6 months after the effective date of this AD, whichever comes later, do a detailed inspection for missing or cracked nuts, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010 (for Model A330-200 and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010 (for Model A340-500 and -600 series airplanes).

(1) If any nut is found missing: Before further flight, repair the condition according to a method approved by the Manager, International Branch, ANM-116; or EASA (or its delegated agent).

(2) If any nut is found cracked: Before further flight, replace that nut with a new nut having the same part number, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010 (for Model A330-200 and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010 (for Model A340-500 and -600 series airplanes).

(3) For any nut that is neither missing nor cracked: Before further flight, replace that nut with a new nut having the same part number, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010 (for Model A330-200 and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010 (for Model A340-500 and -600 series airplanes).

#### **(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, ANM-116, International Branch, 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 Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0252, dated November 29, 2010, and the service information identified in paragraphs (k)(1) and (k)(2) of this AD for related information.

(1) Airbus Mandatory Service Bulletin A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010.

(2) Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010.

#### **(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 A330-53-3183, excluding Appendices 01 and 02, dated September 30, 2010.

(ii) Airbus Mandatory Service Bulletin A340-53-5056, excluding Appendices 01 and 02, dated October 7, 2010.

(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 NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 8, 2012.

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



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**2012-06-11 Airbus:** Amendment 39-16992. Docket No. FAA-2012-0294; Directorate Identifier 2011-NM-047-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 16, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A321-131, -211, -212, and -231 airplanes; certificated in any category; manufacturer serial numbers 1293, 1299, 1307, 1333, 1356, and 1366.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of incorrect installation of rib pads of the lower aft panel of the center wing box (CWB) due to poor clamping during drilling, and reports that metal chips trapped between panels and stiffeners could impact the fatigue life of CWB panels. We are issuing this AD to detect and correct cracking and damage in the bore holes of the rib pads of the lower forward and aft panels of the CWB which could result in reduced structural integrity of the wings.

**(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) Rotating Probe Inspection**

Before the accumulation of 24,000 total flight cycles or 40,000 total flight hours, whichever occurs first, since first flight of the airplane: Do a rotating probe inspection for cracking of the bore holes of the rib pads in the lower forward and aft panels of the CWB, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-57-1120, Revision 01, excluding Appendices 01 and 02, and including Appendix 03, dated November 15, 2006.

### **(h) Repair of Cracking**

If any cracking is found during any inspection required by paragraph (g) of this AD, before further flight, repair the crack according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or EASA (or its delegated agent).

### **(i) Oversizing Bore Holes and Installing Fasteners**

If no cracking is found during any inspection required by paragraph (g) of this AD, before further flight, oversize the holes to the next nominal diameter and install the rib pads with the new next nominal diameter fasteners, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-57-1120, Revision 01, excluding Appendices 01 and 02, and including Appendix 03, dated November 15, 2006.

### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, ANM-116, International Branch, 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.

### **(k) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0035, dated March 2, 2011; and Airbus Mandatory Service Bulletin A320-57-1120, Revision 01, dated November 15, 2006; for related information.

### **(l) Material Incorporated by Reference**

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

(i) Airbus Mandatory Service Bulletin A320-57-1120, Revision 01, excluding Appendices 01 and 02, and including Appendix 03, dated November 15, 2006.

(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 NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 8, 2012.

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



**2012-06-12 Airbus:** Amendment 39-16993. Docket No. FAA-2012-0295; Directorate Identifier 2011-NM-057-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 16, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A340-642 airplanes, certificated in any category, all manufacturer serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of in-flight loss of the blow-out panel and the slide unit from a right-hand off-wing ramp-slide. We are issuing this AD to detect and correct abnormalities of the ball lock retainer, if the soft cover is open, if the slide pin release is not engaged or the safety tie thread is missing or broken, and the vent valve is not functioning properly, which could result in in-flight loss of the off-wing ramp slide.

**(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) Actions**

Within 90 days after the effective date of this AD, do a detailed inspection for abnormalities of the ball lock retainer on the off-wing ramp slides; for closure of the soft cover; for full engagement of the slide release pin; for broken, missing, and improper placement of the safety tie thread on the slide release pin; and for proper function of the vent valve; in accordance with Airbus All Operators Telex (AOT) A340-25A5191, dated January 18, 2011. If the ball lock retainer has abnormalities, the soft cover is open, or the slide pin release is not engaged, or the safety tie thread is broken, missing, or improperly placed, or the vent valve is not functioning properly, before further flight, replace the off-wing ramp slide, in accordance with Airbus AOT A340-25A5191, dated January 18, 2011.

### **(h) Parts Installation**

As of the effective date of this AD, no person may install any off-wing ramp slide having part number 4A3931-X on any airplane, unless the check required by paragraph (g) of this AD has been done and none of the conditions specified in paragraph (g) of this AD are found.

### **(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, 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 Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Airworthiness Directive 2011-0017, dated February 3, 2011; and Airbus AOT A340-25A5191, dated January 18, 2011; for related information.

### **(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 All Operators Telex A340-25A5191, dated January 18, 2011. The document number and date are identified only on the first page of the document.

(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 NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 9, 2012.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2012-06-21 DASSAULT AVIATION:** Amendment 39-17002. Docket No. FAA-2011-1164; Directorate Identifier 2011-NM-084-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 4, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to DASSAULT AVIATION Model MYSTERE-FALCON 900 airplanes, certificated in any category, all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by multiple reports of fuel leakage from a defective fuel high-level sensor located in the wing front spar. We are issuing this AD to prevent internal fuel leakage with significant fuel vapors, which could result in a fire hazard.

**(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) Part Identification and Replacement**

Within 440 flight hours or 9 months after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Inspect the fuel quantity sensors to determine whether part number (P/N) 722105-2 is installed.

(2) Replace all P/N 722105-2 fuel quantity sensors with new P/N 722105-3 fuel quantity sensors, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin F900-410, dated December 20, 2010.

**(h) Parts Installation**

As of the effective date of this AD, no person may install a fuel quantity sensor having P/N 722105-2 on any airplane.

**(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: 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. 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 Airworthiness Directive 2011-0049, dated March 21, 2011; and Dassault Mandatory Service Bulletin F900-410, dated December 20, 2010; for related information.

**(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) Dassault Mandatory Service Bulletin F900-410, dated December 20, 2010.

(2) For DASSAULT AVIATION service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 19, 2012.

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



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**2012-06-22 Airbus:** Amendment 39-17003. Docket No. FAA-2012-0297; Directorate Identifier 2011-NM-093-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 16, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A340-541 and -642 airplanes, certificated in any category, all manufacturer serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports that during fatigue testing, damages occurred in the external radius on the upper horizontal cruciform fitting at frame (FR) 47 on the left- and right-hand sides. We are issuing this AD to detect and correct fatigue cracking, which could adversely affect the 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) Inspection**

Before the accumulation of the applicable threshold specified in paragraph 1.E. Compliance, Table 2, of Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011, or within 90 days after the effective date of this AD, whichever occurs later: Do a high frequency eddy current inspection of the external radius on upper horizontal cruciform fitting at FR47 on the left- and right-hand sides for cracks, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011. Where the "Threshold" column of Table 2, specified in paragraph 1.E., "Compliance," of Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011, specifies the compliance time as "FC" and "FH," this AD requires the compliance times as "total flight cycles" and "total flight hours." The thresholds for airplane post-

modification number 56558S19405 must be counted from the airplane's first flight and not from the accomplishment of Airbus Service Bulletin A340-57-5010.

### **(h) Repetitive Inspections**

Repeat the inspection required by paragraph (g) of this AD at intervals not to exceed the times specified in the "Repetitive Interval" column of Table 2, specified in paragraph 1.E. Compliance, of Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011. Where the "Repetitive Interval" column of Table 2, specified in paragraph 1.E. Compliance, of Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011, specifies the compliance times as "FC" and "FH," this AD requires the compliance times as "flight cycles" and "flight hours."

### **(i) Corrective Action**

If any crack is found during the initial or repetitive inspections required by paragraphs (g) and (h) of this AD: Before further flight, contact the Manager, International Branch, ANM-116, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent); for repair instructions and do the repair.

### **(j) Reporting Requirement**

Submit a report of the findings (both positive and negative) of the inspections required by paragraphs (g) and (h) of this AD, in accordance with the Inspection Report of Airbus Mandatory Service Bulletin A340-57-5029, Appendix 01, dated February 25, 2011, at the applicable time specified in paragraph (j)(1) or (j)(2) of this AD.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 90 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 90 days after the effective date of this AD.

### **(k) Credit for Previous Actions**

This paragraph provides credit for inspections required by paragraph (g) of this AD, if those inspections were performed before the effective date of this AD using Airbus A340-500/-600 Nondestructive Testing Manual Task 57-18-07, Revision 35, dated April 1, 2011. As of the effective date of this AD, inspections must be repeated in accordance with the requirements of paragraph (h) of this AD.

### **(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, 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.

(3) **Reporting Requirements:** A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(4) **Special Flight Permits:** Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

#### **(m) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2011-0075, dated April 29, 2011; and Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011; 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:

(i) Airbus Mandatory Service Bulletin A340-57-5029, including Appendices 01 and 02, dated February 25, 2011.

(2) For Airbus 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](mailto: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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 19, 2012.

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



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2012-06-23 Rolls-Royce plc:** Amendment 39-17004; Docket No. FAA-2010-0821; Directorate Identifier 2010-NE-30-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 20, 2012.

**(b) Affected ADs**

This AD supersedes AD 2011-08-07, Amendment 39-16657 (76 FR 24798, May 3, 2011).

**(c) Applicability**

This AD applies to Rolls-Royce plc (RR) RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines.

**(d) Unsafe Condition**

This AD was prompted by the determination by RR that additional serial numbers (S/Ns) of low-pressure (LP) compressor blades are affected and need to be inspected. We are issuing this AD to prevent LP compressor blades from failing due to blade root cracks, which could lead to uncontained engine failure and damage to the airplane.

**(e) Actions and Compliance**

Unless already done, do the following actions.

(1) Perform an initial ultrasonic inspection (UI) of the affected LP compressor blades identified by S/N in Appendices 3A through 3G of RR Alert Service Bulletin (ASB) No. RB.211-72-AG244, Revision 4, dated December 22, 2011. Use Table 1 of this AD to determine your initial inspection threshold.

**Table 1–Initial Inspection Thresholds**

<b>Appendix Number of RR ASB No. RB.211-72-AG244, Revision 4, that Identifies Affected LP Compressor Blades by S/N</b>	<b>Initial Inspection Threshold</b>
3A and 3B	Within 70 flight cycles after the effective date of this AD.
3C	Within 10 months after the effective date of this AD.
3D	Within 22 months after the effective date of this AD.
3E	Within 34 months after the effective date of this AD.
3F	Within 46 months after the effective date of this AD.
3G	Within 58 months after the effective date of this AD.

(2) Thereafter, perform repetitive UIs of the affected LP compressor blades within every 100 flight cycles.

(3) Use paragraphs 3.A.(1) through 3.A.(2) of Accomplishment Instructions of RR ASB No. RB.211-72-AG244, Revision 4, dated December 22, 2011, and paragraphs 1 through 3.B. of Appendix 1 of that ASB, or paragraphs 3.B.(1) through 3.B.(3) of Accomplishment Instructions of RR ASB No. RB.211-72-AG244, Revision 4, dated December 22, 2011, and paragraphs 1 through 3.C. of Appendix 2 of that ASB, to perform the UIs.

(4) Do not return to service any engine with blades that failed the inspection required by this AD.

(5) For blades that are removed from the engine and pass inspection, re-apply dry film lubricant, and install all blades in their original position.

(6) After the effective date of this AD, do not install any affected LP compressor blade unless it has passed the initial and repetitive UIs required by this AD.

#### **(f) Credit for Previous Actions**

You may take credit for the initial inspection that is required by paragraph (e)(1) of this AD if you performed the initial inspection before the effective date of this AD using RR ASB No. RB.211-72-AG244, dated August 7, 2009; ASB No. RB.211-72-AG244, Revision 1, dated January 26, 2010; ASB No. RB.211-72-AG244, Revision 2, dated August 18, 2011; or ASB No. RB.211-72-AG244, Revision 3, dated December 13, 2011.

#### **(g) FAA AD Differences**

This AD differs from EASA AD 2012-0025, dated February 8, 2012. That AD requires inspecting LP compressor blades that are listed in Appendices 3A through 3L of RR ASB No. RB.211-72-AG244, Revision 4, dated December 22, 2011, whereas this AD only requires inspection of LP compressor blades that are listed in Appendices 3A through 3G of the ASB.

**(h) Alternative Methods of Compliance**

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

**(i) Related Information**

- (1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7143; fax: 781-238-7199; email: alan.strom@faa.gov.
- (2) Refer to EASA AD 2012-0025, dated February 8, 2012, for related information.

**(j) Material Incorporated by Reference**

(1) You must use Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG244, Revision 4, dated December 22, 2011, Appendix 1, Appendix 2, and Appendices 3A through 3G of that ASB, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ, telephone: 011-44-1332-242424; fax: 011-44-1332-245418, or email: [http://www.rolls-royce.com/contact/civil\\_team.jsp](http://www.rolls-royce.com/contact/civil_team.jsp).

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

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

Issued in Burlington, Massachusetts, on March 20, 2012.

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



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**2012-06-25 Goodrich (Formerly BF Goodrich):** Amendment 39-17006; Docket No. FAA-2011-0223; Directorate Identifier 2010-NM-161-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective May 4, 2012.

**(b) Affected ADs**

This AD supersedes AD 2007-23-01, Amendment 39-15247 (72 FR 62568, November 6, 2007).

**(c) Applicability**

This AD applies to Goodrich evacuation systems approved under Technical Standard Order (TSO) TSO-C69b, as installed on the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, -223F, and -243F airplanes, as identified in Goodrich Service Bulletin 7A1508/09/10/39-25-373, Revision 3, dated March 30, 2011.

(2) Model A340-211, -212, -213, -311, -312, and -313 airplanes, as identified in Goodrich Service Bulletin 7A1508/09/10/39-25-373, Revision 3, dated March 30, 2011.

(3) Model A340-541 and -642 airplanes, as identified in Goodrich Service Bulletins 7A1508/09/10/39-25-373, Revision 3, dated March 30, 2011; and 4A3928/4A3934-25-374, Revision 2, dated March 30, 2011.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2560, Emergency Equipment.

**(e) Unsafe Condition**

This AD was prompted by reports that during workshop testing, certain pressure relief valves did not seal and allowed the pressure in certain slides/rafts to fall below the minimum raft mode pressure for the unit. We are issuing this AD to prevent loss of pressure in the escape slides/rafts after an emergency evacuation, which could result in inadequate buoyancy to support the raft's passenger capacity during ditching and increase the chance for injury to raft passengers.

**(f) Compliance**

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

**(g) Inspection**

Within 36 months after the effective date of this AD, inspect the evacuation systems to determine whether any pressure relief valve having part number (P/N) 4A3641-1, 4A3791-3, 4A3641-26, or 4A3791-6 is installed. A review of airplane maintenance records or the system identification placard on the girt is acceptable in lieu of this inspection if the part number of the pressure relief valve can be conclusively determined from that review.

**(h) Part Replacement**

If any valve having P/N 4A3641-1, 4A3791-3, 4A3641-26, or 4A3791-6 is identified during the inspection or review specified in paragraph (g) of this AD: Before further flight, do the applicable actions required by paragraphs (h)(1) and (h)(2) of this AD:

(1) Replace all pressure relief valves having P/Ns 4A3641-1 and 4A3791-3 with pressure relief valves having P/N 115815-1, and mark the system identification placard on the girt, in accordance with the Accomplishment Instructions of Goodrich Service Bulletin 7A1508/09/10/39-25-373, Revision 3, dated March 30, 2011.

(2) Replace all pressure relief valves having P/Ns 4A3641-26 and 4A3791-6 with pressure relief valves having P/N 115815-1 (for evacuation systems having P/N 4A3934 series units) or 115815-2 (for evacuation systems having P/N 4A3928 series units); and mark the system identification placard on the girt; in accordance with the Accomplishment Instructions of Goodrich Service Bulletin 4A3928/4A3934-25-374, Revision 2, dated March 30, 2011.

**(i) Parts Installation**

As of the effective date of this AD, no person may install a pressure relief valve having P/N 4A3641-1, 4A3791-3, 4A3641-26, or 4A3791-6 in the evacuation system on any airplane.

**(j) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Goodrich Service Bulletin 7A1508/09/10/39-25-373, dated March 31, 2008, Goodrich Service Bulletin 7A1508/09/10/39-25-373, Revision 1, dated August 1, 2008, or Goodrich Service Bulletin 7A1508/09/10/39-25-373, Revision 2, dated May 8, 2009; or Goodrich Service Bulletin 4A3928/4A3934-25-374, dated July 18, 2008, or Goodrich Service Bulletin 4A3928/4A3934-25-374, Revision 1, dated May 8, 2009; as applicable.

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

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

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

**(l) Related Information**

For more information about this AD, contact Tracy Ton, Aerospace Engineer, Cabin Safety/Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; phone: 562-627-5352; fax: 562-627-5210; email: Tracy.Ton@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:

(i) Goodrich Service Bulletin 7A1508/09/10/39-25-373, Revision 3, dated March 30, 2011.

(ii) Goodrich Service Bulletin 4A3928/4A3934-25-374, Revision 2, dated March 30, 2011.

(2) For service information identified in this AD, contact Goodrich Corporation, Aircraft Interior Products, ATTN: Technical Publications, 3414 South Fifth Street, Phoenix, Arizona 85040; phone: 602-243-2270; email: george.yribarren@goodrich.com; Internet: <http://www.goodrich.com/TechPubs>.

(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](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Renton, Washington, on March 19, 2012.

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



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**2012-07-02 Airbus:** Amendment 39-17008. Docket No. FAA-2012-0331; Directorate Identifier 2011-NM-119-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 20, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A340-541 and -642 airplanes, certificated in any category, all manufacturer serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of cracks on the forward attachment fittings of the left and right sides of the forward hinge of the nose landing gear (NLG) aft door. We are issuing this AD to detect and correct cracks of the forward attachment fittings and the swan neck, which could lead to the in-flight detachment of the NLG aft door and result in injury to persons on the ground or damage to 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) Repetitive Inspections and Corrective Action of the Forward and Aft Attachment Fittings of the Forward Hinge (4) of the NLG Aft Door**

Before the accumulation of 4,500 total flight cycles or within 50 flight cycles after the effective date of this AD, whichever occurs later: Do a detailed visual inspection for any cracking of the forward attachment fittings of the forward hinge (4) of the NLG aft door of the left side and right side doors, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-52-5017, excluding Appendices 1 and 2, dated February 17, 2011.

(1) If no crack is found: Thereafter repeat the inspection required in paragraph (g) of this AD at intervals not to exceed 500 flight cycles.

(2) If any crack is found during any inspection required in paragraph (g) of this AD: Before further flight, replace both the forward and aft fittings with serviceable fittings on the forward hinge

(4) of the affected NLG aft door, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-52-5017, excluding Appendices 1 and 2, dated February 17, 2011.

**(h) Action Requirement for Part Replacement of the Forward and Aft Attachment Fittings of the Forward Hinge (4) of the NLG Aft Door**

If any forward and aft attachment fittings of the forward hinge (4) of the NLG aft door have been replaced as required in paragraph (g)(2) of this AD: Before the accumulation of 4,500 flight cycles on the forward fitting, do the inspection required in paragraph (g) of this AD.

**(i) Repetitive Inspections and Corrective Actions of the Swan Neck of the Forward Hinge (4) of the NLG Aft Door**

Before the accumulation of 4,500 total flight cycles or within 50 flight cycles after the effective date of this AD, whichever occurs later: Perform a high frequency eddy current inspection for any cracking of the swan neck of the forward hinge (4) of the NLG aft door of the left side and right side doors, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-52-5017, excluding Appendices 1 and 2, dated February 17, 2011.

(1) If no crack is found: Thereafter repeat the inspection required in paragraph (i) of this AD at intervals not to exceed 500 flight cycles.

(2) If any crack is found during any inspection required in paragraphs (i) of this AD: Before further flight, replace the swan neck with a serviceable swan neck on the forward hinge (4) of the affected NLG aft door, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-52-5017, excluding Appendices 1 and 2, dated February 17, 2011.

**(j) Action Requirement for Part Replacement of the Swan Neck of the Forward Hinge (4) of the NLG Aft Door**

If any swan neck of the NLG aft door forward hinge (4) is replaced as specified in paragraph (i)(2) of this AD: Before the accumulation of 4,500 flight cycles on the swan neck, repeat the inspection required in paragraph (i) of this AD.

**(k) 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: 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.

(3) Special Flight Permits: Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

**(l) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2011-0088, dated May 13, 2011; and Airbus Mandatory Service Bulletin A340-52-5017, excluding Appendices 1 and 2, dated February 17, 2011; for related information.

**(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:

(2) Airbus Mandatory Service Bulletin A340-52-5017, excluding Appendices 1 and 2, dated February 17, 2011.

(3) For Airbus 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](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.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 an NARA facility, call 202-741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Renton, Washington, on March 23, 2012.

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



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**2012-07-03 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH):** Amendment 39-17009. Docket No. FAA-2011-1318; Directorate Identifier 2010-NM-274-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 10, 2012.

**(b) Affected ADs**

This AD supersedes AD 2009-21-06, Amendment 39-16043 (74 FR 53151, October 16, 2009).

**(c) Applicability**

This AD applies to 328 Support Services GmbH (Type Certificate previously held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 and -300 airplanes, certificated in any category, all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a report that a right-hand power lever jammed in flight-idle position during the landing roll-out, and the airplane was stopped by excessive braking. We are issuing this AD detect and correct interference with the engine and flight control cables, which could result in reduced controllability 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) Restatement of Certain Requirements of AD 2009-21-06, Amendment 39-16043**

**(74 FR 53151, October 16, 2009): Inspection**

Within 3 months after November 20, 2009 (the effective date of AD 2009-21-06, Amendment 39-16043 (74 FR 53151, October 16, 2009)), do a detailed visual inspection of the cockpit door locking device and the surrounding area for proper installation, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-25-485 or SB-328J-25-235, both dated January 28, 2009, as applicable.

**(h) Corrective Action**

If any discrepancy is found during the inspection specified in paragraph (g) of this AD, before further flight, do the corrective action, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-25-485 or SB-328J-25-235, both dated January 28, 2009, as applicable.

**(i) New Requirements of This AD: Install, Replace, and Test**

Within 4,000 flight hours or 24 months after the effective date of this AD, whichever occurs first, do the applicable actions specified in paragraph (i)(1) or (i)(2) of this AD.

(1) For airplanes on which a door locking device with Option 521K010 is installed: Remove the locking device of the cockpit door, part number (P/N) 001A252A3914012, install the gap filler parts, and do operational tests, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-25-492, dated March 18, 2010 (for Model 328-100 airplanes); or 328 Support Services Service Bulletin SB-328J-25-244, dated March 18, 2010 (for Model 328-300 airplanes).

(2) For airplanes on which a door locking device with Option 521K010 is not installed: Replace the locking device of the cockpit door, P/N 001A252A3914012, with a new locking device, P/N 001A252A3914016, and do operational tests, in accordance with the Accomplishment Instructions of 328 Support Services Service Bulletin SB-328-25-491, dated March 18, 2010 (for Model 328-100 airplanes); or 328 Support Services Service Bulletin SB-328J-25-243, dated March 18, 2010 (for Model 328-300 airplanes).

**(j) Repair**

If any operational test fails during the actions specified in paragraph (i)(1) or (i)(2) of this AD: Before further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (or its delegated agent).

**(k) Parts Installation**

As the effective date of this AD, no person may install a locking device of the cockpit door having P/N 001A252A3914012 on any airplane.

**(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, 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: 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. 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 EASA Airworthiness Directive 2010-0169, dated August 13, 2010, and the service bulletins specified in paragraphs (m)(1) through (m)(6) of this AD, for related information.

- (1) 328 Support Services Service Bulletin SB-328-25-485, dated January 28, 2009.
- (2) 328 Support Services Service Bulletin SB-328J-25-235, dated January 28, 2009.
- (3) 328 Support Services Service Bulletin SB-328-25-491, dated March 18, 2010.
- (4) 328 Support Services Service Bulletin SB-328J-25-243, dated March 18, 2010.
- (5) 328 Support Services Service Bulletin SB-328-25-492, dated March 18, 2010.
- (6) 328 Support Services Service Bulletin SB-328J-25-244, dated March 18, 2010.

**(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:

(i) 328 Support Services Service Bulletin SB-328-25-485, dated January 28, 2009, approved for IBR November 20, 2009 (74 FR 53151, October 16, 2009). Only the odd-numbered pages of this document contain the issue date of the document.

(ii) 328 Support Services Service Bulletin SB-328J-25-235, dated January 28, 2009, approved for IBR November 20, 2009 (74 FR 53151, October 16, 2009). Only the odd-numbered pages of this document contain the issue date of the document.

(iii) 328 Support Services Service Bulletin SB-328-25-491, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(iv) 328 Support Services Service Bulletin SB-328-25-492, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(v) 328 Support Services Service Bulletin SB-328J-25-243, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(vi) 328 Support Services Service Bulletin SB-328J-25-244, dated March 18, 2010, approved for IBR May 10, 2012. Only the odd-numbered pages of this document contain the issue date of the document.

(2) For service information identified in this AD, contact 328 Support Services GmbH, Global Support Center, P.O. Box 1252, D-82231 Wessling, Federal Republic of Germany; telephone +49 8153 88111 6666; fax +49 8153 88111 6565; email gsc.op@328support.de; Internet <http://www.328support.de>.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

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Ali Bahrami  
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Aircraft Certification Service.