



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2012-06

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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			
Biweekly 2012-01			
2011-18-21	S 2004-26-05	Rolls-Royce plc	Engine: RB211-524B-02, -524B3-02, RB211-524B2, -524B4, -524C2, -524D4, RB211-524G and -524H series
2011-27-03		Boeing	737
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X
Biweekly 2012-02			
2011-25-05		Boeing	767-200, -300, -300F, and -400ER series
2012-01-06		Boeing	767-200 and 767-300 series
2012-01-08		328 Support Services GmbH	328-100 and 328-300
2012-01-09		Boeing	757-200, -200CB, and -300 series
2012-01-10		General Electric	Engine: CF34-10E series
Biweekly 2012-03			
2011-24-04	COR	Boeing	DC-10-10, DC-10-10F, and MD-10-10F
2012-01-04		EADS CASA	CN-235-100, CN-235-200, and CN-235-300
2012-02-03		CFM International S.A.	Engine: CFM56-5B1/3, CFM56-5B2/3, CFM56-5B3/3, CFM56-5B4/3, CFM56-5B5/3, CFM56-5B6/3, CFM56-5B7/3, CFM56-5B8/3, CFM56-5B9/3, CFM56-5B3/3B1, and CFM56-5B4/3B1
2012-02-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, RB211-Trent 553A2-61, RB211-Trent 556-61, RB211-Trent 556A2-61, RB211-Trent 556B-61, RB211-Trent 556B2-61, RB211-Trent 560-61, and RB211-Trent 560A2-61 turbofan
2012-02-07	S 2011-02-07 S 2011-18-01	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B turbofan
2012-02-08		Aviation Communication & Surveillance Systems LLC	Appliance: See AD
2012-02-09		Boeing	737-100, -200, -200C, and -300 series
2012-02-11	S 2011-11-08	Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2012-02-12		Bombardier Inc	DHC-8-400, -401, and -402
2012-03-51	E	Lockheed	P2V
Biweekly 2012-04			
74-08-09 R3	R	Transport Category Airplanes	See AD
2009-11-02	COR	CFM International S.A.	Engine: CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B series
2012-02-14		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2012-03-02		Boeing	767-200 and -300 series
2012-03-05		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2012-03-09		Boeing	747SP series
2012-03-10		Airbus	A340-642
2012-03-51		Lockheed	P2V
2012-04-01	S 2003-16-18	Rolls-Royce plc	Engine: RB211-Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17, and 875-17 turbofan
2012-04-05	S 2007-12-07	General Electric Company	Engine: CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, and CF6-80C2B8F turbofan
Biweekly 2012-05			
2012-02-15	S 2007-03-01	Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-17		Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-18		Dassault	MYSTERE-FALCON 50
2012-03-03		Fokker	F.27 Mark 050, F.28 Mark 0070 and 0100
2012-03-08	S 2006-14-05	Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2012-03-12		GE	Engine: CF6-80C2 model turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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2012-04-02		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900)
2012-04-04		Pratt & Whitney Division	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan
2012-04-06		328 Support Services GmbH	328-100
2012-04-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2012-04-08		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315; DHC-8-400, -401, and -402
2012-04-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series
2012-04-12		Bombardier	CL-600-2B16 (CL -604 Variant)
2012-04-13	S 2011-09-07	Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61 556B2-61, 560-61, 560A2-61; RB211-Trent 768-60, 772-60, 772B-60; RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2012-04-14		Rolls-Royce plc	Engine: RB211-Trent 800 turbofan
Biweekly 2012-06			
2012-02-01		Pratt & Whitney	Engine: PW2037, PW2037(M), and PW2040 turbofan
2012-04-11	S 97-22-13	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-04-15	S 2007-05-17	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 series turbofan
2012-05-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-05-04		Boeing	767-200, -300, -300F, and -400ER series
2012-05-05		Bombardier	CL-215-1A10, CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2012-05-07		Bombardier	DHC-8-102, -103, and -106
2012-05-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD
2012-06-01		Cessna	560XL
2012-06-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-06-04		Bombardier	DHC-8-400, -401, and -402
2012-06-05		Bombardier	DHC-8-400, -401, and -402
2012-06-07	S 2010-17-02	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2012-06-08		Airbus	A340-211, -212, -311, and -312
2012-06-14		Pratt & Whitney	Engine: JT9D-7R4G2 and -7R4H1 turbofan
2012-06-17		Rolls-Royce Deutschland Ltd	Engine: TAY 611-8 engines, and TAY 611-8C
2012-06-18		Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan



2012-02-01 Pratt & Whitney: Amendment 39-16924; Docket No. FAA-2008-1095; Directorate Identifier 2008-NE-34-AD.

(a) Effective Date

This AD is effective April 24, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney (PW) PW2037, PW2037(M), and PW2040 turbofan engines with six or more fan blades, part numbers (P/Ns) 1B6531, 1B6231-001, or 1A9031-001 (fan blade set P/Ns 1B6521, 1B6221-001, and 1A9721-001), with a cutback leading edge, installed.

(d) Unsafe Condition

This AD was prompted by reports from PW that fan blade leading edge erosion can result in a fan thrust deterioration mode (FTDM) condition, a condition that cannot be detected by the crew, and that reduces the engine's capability of producing required thrust. We are issuing this AD to correct undetectable fan thrust deterioration on these PW products.

(e) 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.

(f) Restoration of the Fan Blade Leading Edge Contour

(1) Within 500 cycles-in-service (CIS) after the effective date of this AD or within 1,000 CIS after the last leading edge restoration, whichever occurs later, do one of the following. Whichever method you choose, you must implement the method in full.

(i) For engines installed on the airplane, perform the initial restoration using Accomplishment Instructions For Engines Installed on Aircraft, paragraphs 1. through 1.T. of PW Alert Service Bulletin (ASB) PW2000 A72-729, Revision 2, dated October 13, 2010.

(ii) For engines that are not installed on the airplane, perform the initial restoration using Accomplishment Instructions For Engines Not Installed on Aircraft, paragraphs 1. through 1.S. of PW ASB PW2000 A72-729, Revision 2, dated October 13, 2010.

(iii) Perform Repair-14, dated February 1, 2006, from a Pratt & Whitney PW2037, PW2040, PW2240, PW2337 Turbofan Engine Manual, Part No. 1A6231, Chapter/Section 72-31-12.

(iv) Perform Repair-18, dated February 1, 2004, from a Pratt & Whitney PW2037, PW2040, PW2240, PW2337 Turbofan Engine Manual, Part No. 1A6231, Chapter/Section 72-31-12.

(v) Perform PW Service Bulletin PW2000 72-513, Revision 4, dated August 20, 1997.

(vi) Revise the Limitations Section of the Boeing 757 Airplane Flight Manual (AFM), Document D631N002, to include the following limitation. This may be done by inserting a copy of this AD into the AFM.

OPERATION WITH CUTBACK FAN BLADES

Pratt & Whitney 2000 series engines with 3 or more pairs of Cutback Fan Blades that have accumulated greater than 1,000 cycles since new, or since fan blade leading edge contour restoration refurbishment was performed per Pratt & Whitney Alert Service Bulletin PW2000 A72-729, must use the performance decrements specified in Appendix 24, Performance for Operation of PW2000 Series Engines with Cutback Fan Blades Installed 757-200, of the Boeing 757 Airplane Flight Manual, Document D631N002.

(vii) Revise the Limitations Section of the Boeing 757 Airplane Flight Manual, Document D631N007, to include the following limitation. This may be done by inserting a copy of this AD into the AFM.

OPERATION WITH CUTBACK FAN BLADES

Pratt & Whitney 2000 series engines with 3 or more pairs of Cutback Fan Blades that have accumulated greater than 1,000 cycles since new, or since fan blade leading edge contour restoration refurbishment was performed per Pratt & Whitney Alert Service Bulletin PW2000 A72-729, must use the performance decrements specified in Flight Crew Operations Manual Bulletin, Document NWA-67, Performance Adjustments for Thrust Shortfall of PW2000 Series Powered Airplanes with Cutback Fan Blades Installed.”

(2) If you chose one of the methods in paragraphs (f)(1)(i) through (f)(1)(v) of this AD, thereafter, within 1,000 CIS, repeat one of the methods in paragraphs (f)(1)(i) through (f)(1)(v) of this AD. Whichever method you choose, you must implement the method in full.

(3) If you chose one of the methods in paragraphs (f)(1)(vi) or (f)(1)(vii) of this AD, you have fully complied with the requirements of this AD and no further action is required. When a statement identical to that in paragraph (f)(1)(vi) or (f)(1)(vii) of this AD has been included in the Limitations Section of the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

(g) Alternative Methods of Compliance

The certification office specified in paragraph (g)(1) or (g)(2) of this AD, as applicable, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(1) For paragraphs (f)(1)(vi) and (f)(1)(vii) of this AD: The Manager, Seattle Aircraft Certification Office (ACO), FAA. Send information to ATTN: Chris R. Parker, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6496; fax: 425-917-6590. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) For requirements of paragraphs of this AD other than those identified in paragraph (g)(1) of this AD: The Manager, Engine Certification Office (ECO), FAA. Send information to ATTN: Ian Dargin, Aerospace Engineer, FAA, ECO, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7178; fax: (781) 238-7199.

(h) Related Information

(i) The Boeing 757 Airplane Flight Manual, Document D631N002, and the Boeing 757 Airplane Flight Manual, Document D631N007 pertain to the subject of this AD. Contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; phone: (206) 544-5000, extension 1; fax: (206) 766-5680; email: me.boecom@boeing.com; Internet: <https://www.myboeingfleet.com>, for a copy of this service information.

(ii) For more information about this AD, contact Ian Dargin, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7178; fax: (781) 238-7199; email: ian.dargin@faa.gov.

(i) 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) Pratt & Whitney Alert Service Bulletin PW2000 A72-729, Revision 2, dated October 13, 2010, approved for IBR April 24, 2012.

(ii) Pratt & Whitney Service Bulletin PW2000 A72-513, Revision 4, dated August 20, 1997, approved for IBR April 24, 2012.

(iii) LPC First Stage Blade Assembly Repair-14, dated February 1, 2006, of the Pratt & Whitney PW2037, PW2040, PW2240, PW2337 Turbofan Engine Manual (“PW2000 Series Engine Manual”), Part No. 1A6231, revision 102, dated February 1, 2012, approved for IBR April 24, 2012.

(iv) LPC First Stage Blade Assembly Repair-18, dated February 1, 2004, of the Pratt & Whitney PW2037, PW2040, PW2240, PW2337 Turbofan Engine Manual (“PW2000 Series Engine Manual”), Part No. 1A6231, revision 102, dated February 1, 2012, approved for IBR April 24, 2012.

(2) For service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: (860) 565-8770; fax: (860) 565-4503.

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

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

Issued in Burlington, Massachusetts, on January 13, 2012.

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



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

FWC Part Number
350E≤017238484 (H1D1)
350E≤016187171 (C5)
350E≤017248685 (H1D2)
350E≤017251414 (H1E1)
350E≤017271616 (H1E2)
350E≤018291818 (H1E3CJ)
350E≤018301919 (H1E3P)
350E≤018312020 (H1E3Q)
350E≤053020202 (H2E2)
350E≤053020303 (H2E3)
350E≤053020404 (H2E4)
350E≤053020606 (H2F2)
350E≤053020707 (H2F3)
350E≤053021010 (H2F3P)
350E≤053020808 (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; Internet <http://www.airbus.com>.

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

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

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

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



2012-04-15 Pratt & Whitney: Amendment 39-16971; Docket No. FAA-2007-27023; Directorate Identifier 98-ANE-47-AD.

(a) Effective Date

This AD is effective April 23, 2012.

(b) Affected ADs

This AD supersedes AD 2007-05-17, Amendment 39-14978 (72 FR 10350, March 8, 2007).

(c) Applicability

This AD applies to Pratt & Whitney (PW) JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 series turbofan engines.

(d) Unsafe Condition

This AD results from the need to require enhanced inspection of selected critical life-limited parts of JT9D series turbofan engines. We are issuing this AD to prevent critical life-limited rotating engine part failure, which could result in an uncontained engine failure and damage to the airplane.

(e) Compliance

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

(f) Inspections

Within the next 30 days after the effective date of this AD, add the following section to the Airworthiness Limitations Section (ALS) of your copy of the manufacturer's Instructions for Continued Airworthiness (ICA) and, for air carrier operations, to your continuous airworthiness air carrier maintenance program:

Mandatory Inspections

(1) Inspect the following life-limited parts at each piece-part opportunity in accordance with the instructions provided in the applicable manual provisions:

Engine Model	Engine Manual Part Number (P/N)	Part Nomenclature	Inspect per Manual Section	Inspection/Check
3A/7/7A/7AH/ 7F/7H/7J/20/ 20J	*646028 (or the equivalent customized versions, 770407 and 770408)	All Fan Hubs	72-31-04	Inspection-02
		All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Inspection-03
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Inspection-03
		**All HPT Stage 1 Disk Web Cooling Holes	72-51-02	Inspection -06
		All HPT Stage 2 Disk Web Tie rod Holes	72-51-02	Inspection-05
		All LPT Stage 3 – 6 Disks and Hubs	72-52-00	Inspection-03
59A/70A	754459	All Fan Hubs	72-31-00	Check-00
		All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Check-00
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Check-03
		All HPT Stage 1 Disk Web Cooling Holes	72-51-02	Check-03
		**All HPT Stage 2 Disk Tie rod and Web Cooling Holes	72-51-02	Check-04
		All LPT Stage 3 – 6 Disks and Hubs	72-52-00	Check-03
7Q/7Q3	777210	All Fan Hubs	72-31-00	Inspection-03
		All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Inspection-03
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Inspection-03
		All HPT Stage 1 Disk Web Cooling Holes	72-51-06	Inspection-03
		**All HPT Stage 2 Disk Tie rod and Web Cooling Holes	72-51-07	Inspection-03
		All LPT Stage 3 – 6 Disks and Hubs	72-52-00	Inspection-03

7R4 ALL	785058, 785059, and 789328	All Fan Hubs	72-31-00	Inspection/ Check-03
		**All Fan Hub Slots	72-31-01	Inspection/ Check-02
		All HPC Stage 5 – 15 Disks and Rear Compressor Drive Turbine Shafts	72-35-00	Inspection/ Check 03
		All HPT Stage 1-2 Disks and Hubs	72-51-00	Inspection/ Check 03
		All LPT Stage 3 – 6 Disks and Hubs	72-52-00	Inspection/ Check 03
		**All HPT Stage 2 Disk Tie rod and Web Cooling Holes	72-51-07	Inspection/ Check-02
7R4D/D1/E/E1	785058 and 785059	All HPT Stage 1 Disk Web Cooling Holes	72-51-06	Inspection/ Check-02
		**All HPT Stage 2 Disk Tie rod and Web Cooling Holes	72-51-07	Inspection/ Check-02

* P/N 770407 and 770408 are customized versions of P/N 646028 engine manual.

** Two asterisks identify the part nomenclatures and inspections added to the table.

(2) For the purposes of these mandatory inspections, piece-part opportunity means:

(i) The part is considered completely disassembled when disassembly is in accordance with the disassembly instructions in the manufacturer's engine shop manual; and

(ii) The part has accumulated more than 100 cycles-in-service since the last piece-part opportunity inspection, provided that the part was not damaged or related to the cause for its removal from the engine.

(g) Except as provided in paragraph (h) of this AD, and notwithstanding contrary provisions in section 43.16 of the Code of Federal Regulations (14 CFR 43.16), these mandatory inspections shall be performed only in accordance with the ALS of the manufacturer's ICA.

(h) Alternative Methods of Compliance (AMOC)

(1) You must perform these mandatory inspections using the ALS of the ICA and the applicable Engine Manual, unless you receive approval to use an AMOC under paragraph (h)(2) of this AD. Section 43.16 of 14 CFR may not be used to approve AMOCs or adjustments to the times in which these inspections must be performed.

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

(i) Maintaining Records of the Mandatory Inspections

(1) You have met the requirements of this AD when you revise your copy of the ALS of the manufacturer's ICA as specified in paragraph (f) of this AD. For air carriers operating under part 121 of 14 CFR, you have met the requirements of this AD when you modify your continuous airworthiness air carrier maintenance program as specified in paragraph (f) of this AD. You do not need to record each piece-part inspection as compliance to this AD, but you must maintain records of those inspections according to the regulations governing your operation. For air carriers operating under part 121, you may use either the system established to comply with section 121.369 or an alternative accepted by your principal maintenance inspector if that alternative:

(i) Includes a method for preserving and retrieving the records of the inspections resulting from this AD;

(ii) Meets the requirements of section 121.369(c); and

(iii) Maintains the records either indefinitely or until the work is repeated.

(2) These record keeping requirements apply only to the records used to document the mandatory inspections required as a result of revising the ALS of the manufacturer's ICA as specified in paragraph (f) of this AD. These record keeping requirements do not alter or amend the record keeping requirements for any other AD or regulatory requirement.

(j) Related Information

For more information about this AD, contact Ian Dargin, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7178; fax: 781-238-7199; email: ian.dargin@faa.gov.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on February 22, 2012.

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



2012-05-03 The Boeing Company: Amendment 39-16975; Docket No. FAA-2011-0566; Directorate Identifier 2010-NM-271-AD.

(a) Effective Date

This AD is effective April 24, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 747-57-2332, Revision 1, dated July 25, 2011.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a design review following a ground fire incident and reports of flammable fluid leaks from the wing leading edge area onto the engine exhaust area. We are issuing this AD to prevent flammable fluid from leaking onto the engine exhaust nozzle, which could result in a fire.

(f) Compliance

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

(g) Leading Edge Installation

Within 60 months after the effective date of this AD, modify the fluid drain path in the leading edge area of the wing, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-57-2332, Revision 1, dated July 25, 2011.

(h) Credit for Previous Actions

This paragraph provides credit for modifications of the fluid drain path required by paragraph (g) of this AD, if the modification was performed before the effective date of this AD, using Boeing Special Attention Service Bulletin 747-57-2332, dated November 9, 2010.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

For more information about this AD, contact Tung Tran, Aerospace Engineer, Propulsion Branch, ANM-140S, Seattle Aircraft Certification Office (ACO), FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6505; fax: 425-917-6590; email: Tung.Tran@faa.gov.

(k) Material Incorporated by Reference

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

(i) Boeing Special Attention Service Bulletin 747-57-2332, Revision 1, dated July 25, 2011.

(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; phone: 206-544-5000, extension 1; fax: 206-766-5680; email: me.boecom@boeing.com; Internet: <https://www.myboeingfleet.com>.

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

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

Issued in Renton, Washington, on February 27, 2012.

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



AD-2012-05-04 The Boeing Company: Amendment 39-16976. Docket No. FAA-2007-27223; Directorate Identifier 2006-NM-224-AD.

(a) Effective Date

This AD becomes effective April 24, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category, as identified in Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 56, Windows.

(e) Unsafe Condition

This AD results from reports of the number 2 windows in the flight compartment opening during takeoff roll, which has resulted in aborted takeoffs. We are issuing this AD to prevent the opening of the number 2 windows during takeoff roll, which could adversely affect the flightcrew's ability to perform critical takeoff communication and result in an aborted takeoff or an unscheduled landing.

(f) Compliance

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

(g) Inspection

Do a general visual inspection of the number 2 windows to determine whether the link arms are in the over-center position, and do all applicable modifications, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011, except as provided by paragraph (i) of this AD. Except as required by paragraph (j) of this AD, do the actions at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011. Do all applicable modifications before further flight.

(h) Credit for Previous Actions

This paragraph provides credit for inspections and applicable modifications, as required by paragraph (g) of this AD, if those actions were done before the effective date of this AD using Boeing Alert Service Bulletin 767-56A0010, Revision 1, dated January 24, 2008; or Boeing Service Bulletin 767-56A0010, Revision 2, dated June 18, 2009.

(i) Terminating Action and Replacing With an Unmodified Part

Doing the modification specified in Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011, or replacing the assembly with a modified assembly identified in paragraph 2.C.3. of Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011, terminates the inspection requirement for that particular assembly. For airplanes that replace the assembly with an unmodified assembly, do the actions required in paragraph (g) of this AD.

(j) Exception to Service Bulletin Specifications

Where Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011, specifies a compliance time "after the Revision 1 date of the service bulletin," this AD requires compliance within the specified time after the effective date of this AD.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

For more information about this AD, contact Emerson Hevia, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6414; fax: 425-917-6590; email: emerson.hevia@faa.gov.

(m) Material Incorporated by Reference

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

(1) Boeing Service Bulletin 767-56A0010, Revision 3, dated March 3, 2011.

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

Issued in Renton, Washington, on March 5, 2012.

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



2012-05-05 Bombardier, Inc.: Amendment 39-16977. Docket No. FAA-2011-0565; Directorate Identifier 2010-NM-280-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 24, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-215-1A10 airplanes, serial numbers 1051 through 1125 inclusive; Model CL-215-6B11 (CL-215T Variant) airplanes, serial numbers 1056 through 1125 inclusive; and Model CL-215-6B11 (CL-415 Variant) airplanes; serial numbers 2001 through 2085 inclusive; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracked or broken support bracket assemblies of the emergency water dump pulley. We are issuing this AD to detect and correct failure of the support bracket assembly of the emergency water dump pulley, and in combination with other system failures, such as an engine failure during take off or a pitch control system jam, may result in loss of 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) Inspections

Within 50 flight cycles or 30 days after the effective date of this AD, whichever occurs first, do a general visual inspection to determine if either universal solid (round head) rivets or flush rivets of the bracket assembly of the emergency water dump pulley are installed, in accordance with the Accomplishment Instruction of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(h) Corrective Action if Universal Solid Rivets are Installed

If, during the inspection required by paragraph (g) of this AD, universal solid rivets are determined to be installed: Within 50 flight cycles or 30 days after the effective date of this AD, whichever occurs first, replace the solid rivets with flush rivets, and install new stiffeners on the bracket assembly of the emergency water dump pulley, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(i) Corrective Action if Flush Rivets are Installed

If, during the inspection required by paragraph (g) of this AD, flush rivets are determined to be installed; and for airplanes on which flush rivets are installed in accordance with paragraph (h) of this AD: Within 100 flight cycles or 60 days after the effective date of this AD, whichever occurs first, do a detailed inspection of the stiffeners for cracks, deformation, and signs of corrosion, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes). Thereafter, at intervals not to exceed 100 flight cycles, repeat the detailed inspections of the stiffeners. If any crack, deformation, or signs of corrosion are found, before further flight, replace the stiffeners with new stiffeners, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(j) Terminating Action

Within 100 flight cycles or 60 days after the effective date of this AD, whichever occurs first, do the actions specified in paragraphs (j)(1) and (j)(2) of this AD. Installation of the radius packers terminates the repetitive detailed inspections of the support bracket assembly of the emergency water dump pulley required by paragraph (i) of this AD.

(1) Do a liquid penetrant inspection of the stiffeners having P/N 215-94711-6 and P/N 215-94711-8 for cracks, deformation, or signs of corrosion, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes). If any crack, deformation, or sign of corrosion is found, before further flight, replace damaged stiffeners with new stiffeners, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(2) Re-install the bracket assembly of the emergency water dump pulley using radius packers, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010 (for Model CL-215-1A10 and CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(k) Credit Previous Actions

This paragraph provides credit for the actions required by paragraphs (g), (h), (i), and (j) of this AD, if the actions were performed before the effective date of this AD using the service information specified in paragraphs (k)(1), (k)(2), and (k)(3) of this AD.

- (1) Bombardier Service Bulletin 215-4424, dated January 25, 2010.
- (2) Bombardier Alert Service Bulletin 215-A4424, Revision 1, dated May 18, 2010.
- (3) Bombardier Alert Service Bulletin 215-A543, dated May 19, 2010.

(l) 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, 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.

(m) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2010-38R2, dated March 17, 2011, and the service information specified in paragraphs (m)(1) and (m)(2) of this AD; for related information.

- (1) Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010.
- (2) Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 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:

- (i) Bombardier Alert Service Bulletin 215-A543, Revision 1, dated June 23, 2010.
- (ii) Bombardier Alert Service Bulletin 215-A4424, Revision 2, dated June 23, 2010.

(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; 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 NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on March 1, 2012.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-05-07 Bombardier, Inc.: Amendment 39-16979. Docket No. FAA-2012-0190; Directorate Identifier 2012-NM-033-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-102, -103, and -106 airplanes, certificated in any category, serial numbers 003 through 039 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 76: Engine Controls.

(e) Reason

This AD was prompted by reports that it was possible to inadvertently move the power levers through the flight idle gate into the beta range due to an un-chamfered leaf spring in the friction brake that may contact the power lever latch when the friction adjusting knob is fully loosened. We are issuing this AD to detect and correct an unsafe condition where both engines can inadvertently be operated in beta mode during flight and consequently reduce 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) Actions

Within 50 flight hours or 10 days, whichever occurs first, after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Do a general visual inspection of the upper edge of each leaf spring for chamfer, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-76-32, dated January 27, 2012. Do all applicable rework before further flight, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A8-76-32, dated January 27, 2012.

(2) Install a new friction brake nut, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-76-02, Revision 'A,' dated January 25, 2012.

(h) 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.

(i) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2012-08, dated January 30, 2012; Bombardier Alert Service Bulletin A8-76-32, dated January 27, 2012; and Bombardier Service Bulletin 8-76-02, Revision 'A,' dated January 25, 2012; for related information.

(j) Material Incorporated by Reference

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

(i) Bombardier Alert Service Bulletin A8-76-32, dated January 27, 2012.

(ii) Bombardier Service Bulletin 8-76-02, Revision "A," dated January 25, 2012.

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@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.

Issued in Renton, Washington, on March 2, 2012.

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



2012-05-08 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16980.
Docket No. FAA-2012-0191; Directorate Identifier 2012-NM-035-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of fuel seepage at the left-hand wing, close to the rib 10 area in two airplanes. We are issuing this AD to detect and correct cracking on the wing spar II, which could result in a fuel leak, consequent reduced structural integrity of the airplane, and possible fire.

(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) General Visual Inspection for Fuel Leakage

At the applicable time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Do a general visual inspection for fuel leakage on the wings, close to the rib 10 area, while both tanks are fully fueled, in accordance with Part I of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 170-57-A053, dated February 13, 2012.

Note 1 to paragraph (g) of this AD: Guidance on performing the inspection for fuel leakage can be found in Task 28-11-00-790-801-A, Wing Tank–Fueled Tank Leakage Check, of the EMBRAER 170/175 Aircraft Maintenance Manual.

(1) For airplanes that have accumulated 11,999 or fewer total flight cycles as of the effective date of this AD: Inspect before the accumulation of 12,000 total flight cycles, or within 150 flight cycles after the effective date of this AD, whichever occurs later.

(2) For airplanes that have accumulated more than 11,999 total flight cycles but fewer than 13,926 total flight cycles as of the effective date of this AD: Inspect within 150 flight cycles after the effective date of this AD.

(3) For airplanes that have accumulated more than 13,925 total flight cycles as of the effective date of this AD: Inspect before the accumulation of 14,075 total flight cycles, or within 75 flight cycles after the effective date of this AD, whichever occurs later.

(h) Detailed Inspection for Cracks (Leakage Found)

If any sign of fuel leakage is found during any inspection required by paragraph (g) of this AD, before further flight, do a detailed inspection for cracks on spar II, spar cap third, and main box lower skin of the wings, close to the rib 10, in accordance with Part II or Part III, as applicable, of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 170-57-A053, dated February 13, 2012. Repeat the inspection thereafter at intervals not to exceed 50 flight cycles until accomplishment of the requirements of paragraph (j) of this AD.

(i) Detailed Inspection for Cracks (No Leakage Found)

If no sign of fuel leakage is found during the most recent inspection required by paragraph (g) of this AD, within 450 flight cycles after accomplishing the inspection, repeat the general visual inspection required by paragraph (g) of this AD and do a detailed inspection for cracks on spar II, spar cap third, and main box lower skin of the wings, close to the rib 10, in accordance with Part II and Part III of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 170-57-A053, dated February 13, 2012. Repeat both inspections thereafter at intervals not to exceed 450 flight cycles.

(j) Special Detailed Inspection (Leakage Found)

If any fuel leakage is found during any inspection required by paragraph (g) or (i) of this AD: Within 150 flight cycles after the most recent inspection, do an eddy current special detailed inspection for cracks on spar II of the wings, and a defueled tank leak check for fuel leakage, in accordance with Part IV and Part V, as applicable, of the Accomplishment Instructions of EMBRAER Alert Service Bulletin 170-57-A053, dated February 13, 2012.

(1) If any crack is found: Do the actions specified in paragraph (k) of this AD.

(2) If no crack is found: Repeat the general visual inspection specified in paragraph (g) of this AD and the detailed inspection specified in paragraph (i) of this AD at intervals not to exceed 450 flight cycles.

(k) Repair

If any cracking or fuel leakage is found during any inspection or check required by this AD: Before further flight, repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Agência Nacional de Aviação Civil (ANAC) (or its delegated agent). Repair of any crack terminates the repetitive inspection requirements required by this AD for that side of the wing.

Note 2 to paragraph (k) of this AD: Guidance on the classification of "fuel leakage" and the disposition of fuel leaks can be found in Task 28-11-00-790-801-A, Wing Tank–Fueled Tank Leakage Check, of the EMBRAER 170/175 Aircraft Maintenance Manual.

(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, ANM-116, send it to ATTN: Cindy Ashforth, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-2768; 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) 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.

(n) Related Information

Refer to MCAI Brazilian Airworthiness Directive 2012-02-01, dated February 22, 2012; and EMBRAER Alert Service Bulletin 170-57-A053, dated February 13, 2012; for related information.

(o) 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) Embraer Alert Service Bulletin 170-57-A053, dated February 13, 2012.

(2) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170-Putim-12227-901 São Jose dos Campos-SP-BRASIL; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; email distrib@embraer.com.br; Internet <http://www.flyembraer.com>.

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

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

Issued in Renton, Washington, on March 7, 2012.

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



2012-06-01 Cessna Aircraft Company: Amendment 39-16982 ; Docket No. FAA-2011-1414;
Directorate Identifier 2011-NM-227-AD.

(a) Effective Date

This AD is effective April 25, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Cessna Aircraft Company Model 560XL airplanes; certificated in any category; serial numbers -5002 through -5372 inclusive, -5501 through -5830 inclusive, -6002 through -6080 inclusive, and -6082 through -6086 inclusive.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of jammed or stiff rudder control due to water freezing on the rudder bias cables and pulleys of the stinger. We are issuing this AD to prevent ice accumulation on the cables and pulleys of the stinger, which could result in jamming of the rudder and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Modification of the Drain Installation

Within 800 flight hours or 12 months after the effective date of this AD, whichever occurs first: Modify the drain installation of the tailcone stinger on the aft canted bulkhead (i.e., install a drain and rubber seals), in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB560XL-53-16, dated October 4, 2011.

(h) Modification of the Drain Holes

For airplanes identified in Cessna Alert Service Letter ASL560XL-53-08, dated January 21, 2011: Prior to or concurrently with the modification required by paragraph (g) of this AD, modify the drain holes, including inspecting for a missing drain hole and, before further flight, drilling a larger

drain hole as applicable; in accordance with the Accomplishment Instructions of Cessna Alert Service Letter ASL560XL-53-08, dated January 21, 2011.

Note 1 to paragraphs (g) and (h) of this AD: After accomplishing the actions required by paragraphs (g) and (h) of this AD, maintenance and/or preventative maintenance under 14 CFR part 43 is permitted provided the maintenance does not result in changing the AD-mandated configuration (reference 14 CFR 39.7).

(i) No Reporting

Although Cessna Service Bulletin SB560XL-53-16, dated October 4, 2011; and Cessna Alert Service Letter ASL560XL-53-08, dated January 21, 2011; both specify to submit certain maintenance information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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.

(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 David Fairback, Aerospace Engineer, Mechanical Systems and Propulsion Branch, ACE-116W, FAA, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: (316) 946-4154; fax: (316) 946-4107; email: david.fairback@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) on the date specified under 5 U.S.C. 552(a) and 1 CFR part 51.

(i) Cessna Service Bulletin SB560XL-53-16, dated October 4, 2011, including Service Bulletin Supplemental Data SB560XL-53-16, Revision A, dated October 20, 2011.

(ii) Cessna Alert Service Letter ASL560XL-53-08, dated January 21, 2011.

(2) For service information identified in this AD, contact Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277; telephone 316-517-6215; fax 316-517-5802; email citationpubs@cessna.textron.com; Internet <https://www.cessnasupport.com/newlogin.html>.

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

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

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



2012-06-02 Airbus: Amendment 39-16983. Docket No. FAA-2012-1324; Directorate Identifier 2011-NM-104-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 25, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category; all certificated models, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a report of a crack in the selector valve pipe of the forward cargo door located in the avionics bay opposite the line replaceable unit racking. We are issuing this AD to prevent cracking in the selector valve pipe of the forward cargo door which could impact the 90 VU avionics line replaceable unit, and could result in multiple computer failures, affecting flight safety.

(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) Replacement

Except as provided by paragraph (h) of this AD: Within 30 months or 6,000 flight hours after the effective date of this AD, whichever occurs first, replace the aluminum high pressure pipe having part number (P/N) A5231006100300 with a new pipe made of corrosion resistant stainless steel and having P/N A5231007000600, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-52-6065, Revision 01, dated July 5, 2010 (for Model A300-600 series airplanes); or A310-52-2067, Revision 01, dated July 5, 2010 (for Model A310 series airplanes).

(h) Exception

Any airplane that has incorporated Airbus Modification 12464 in production has the new P/N A5231007000600 installed and is therefore compliant with the requirements of paragraph (g) of this AD. If the high pressure pipe has been replaced with P/N A5231006100300 in service after delivery of the airplane, replace the high pressure pipe in accordance with paragraph (g) of this AD within the times specified in paragraph (g) of this AD.

(i) Parts Installation

As of the effective date of this AD, no person may install an aluminum high pressure pipe having P/N A5231006100300, on any airplane.

(j) Credit for Previous Actions

This paragraph gives credit for the replacement required by paragraph (g) of this AD, if the replacement was done before the effective date of this AD using Airbus Service Bulletin A300-52-6065, dated July 9, 2002 (for Model A300-600 series airplanes); or A310-52-2067, dated July 9, 2002 (for Model A310 series airplanes).

(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, 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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(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.

(l) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0085, dated May 12, 2011 (corrected May 31, 2011); Airbus Mandatory Service Bulletin A300-52-6065, Revision 01, dated July 5, 2010; and Airbus Mandatory Service Bulletin A310-52-2067, Revision 01, dated July 5, 2010; 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:

(i) Airbus Mandatory Service Bulletin A300-52-6065, Revision 01, dated July 5, 2010.

(ii) Airbus Mandatory Service Bulletin A310-52-2067, Revision 01, dated July 5, 2010.

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

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

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

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

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



2012-06-04 Bombardier, Inc.: Amendment 39-16985. Docket No. FAA-2011-1088; Directorate Identifier 2011-NM-099-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 25, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes; certificated in any category; serial numbers 4161 through 4296 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of difficulties in opening the airstair door. We are issuing this AD to detect and correct drain paths blocked by sealant, resulting in an airstair door that is unable to be opened, which could hinder evacuation in the event of an emergency.

(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 600 flight hours after the effective date of this AD, do a general visual inspection of the structure and gearbox drain paths for blockages by sealant, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-53-48, dated December 2, 2010. If any blockages are found, before further flight, remove blockages, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-53-48, dated December 2, 2010.

(h) 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.

(i) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2011-06, dated April 26, 2011; and Bombardier Service Bulletin 84-53-48, dated December 2, 2010; for related information.

(j) Material Incorporated by Reference

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

(i) Bombardier Service Bulletin 84-53-48, dated December 2, 2010.

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@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.

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

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



2012-06-05 Bombardier, Inc.: Amendment 39-16986. Docket No. FAA-2011-1090; Directorate Identifier 2011-NM-138-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 27, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4361 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report of the inability to open the airstair door while on the ground, because the airstair door seal did not deflate, which prevented the airstair door from opening. We are issuing this AD to prevent the airstair door seal from not deflating, which could result in the airstair door not opening and could impede evacuation in the event of an emergency.

(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 6,000 flight hours after the effective date of this AD: Incorporate ModSum 4-126513, Seal System Shut Off Valve Control Logic Change, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-52-69, Revision C, dated June 28, 2011.

(h) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if the actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-52-69, dated January 28, 2011; Revision A, dated April 26, 2011; or Revision B, dated May 9, 2011.

(i) 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.

(j) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2011-15, dated June 20, 2011; and Bombardier Service Bulletin 84-52-69, Revision C, dated June 28, 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) Bombardier Service Bulletin 84-52-69, Revision C, dated June 28, 2011.

(2) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@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.

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

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



2012-06-07 Airbus: Amendment 39-16988. Docket No. FAA-2012-0273; Directorate Identifier 2011-NM-149-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 6, 2012.

(b) Affected ADs

This AD supersedes AD 2010-17-02, Amendment 39-16392 (75 FR 50871, August 18, 2010).

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD; certificated in any category; all manufacturer serial numbers; with pitot probes having Goodrich part number (P/N) 0851HL, serial numbers 267328 through 270714 inclusive.

(1) Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(2) Model A340-211, -212, -213, -311, -312, and -313 airplanes.

(3) Model A340-541 and -642 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 34: Navigation.

(e) Reason

This AD was prompted by reports of loose pneumatic quick-disconnect unions on Goodrich pitot probes that might be the result of mis-torque of the affected unions at equipment manufacturing level. We are issuing this AD to detect and correct loose unions on the pitot probes, which could lead to an air leak, resulting in incorrect total pressure measurement and consequent erroneous calibrated airspeed (CAS)/MACH parameters delivered to the flightcrew by the air data computer (ADC).

(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 2010-17-02, Amendment 39-16392 (75 FR 50871, August 18, 2010): Actions for Airplanes Other Than Models A330-223F and -243F

For all airplanes except Model A330-223F and -243F airplanes: At the time specified, do the following actions.

(1) Within 14 days after September 22, 2010 (the effective date of AD 2010-17-02, Amendment 39-16392 (75 FR 50871, August 18, 2010)): Perform a torque check of the pneumatic quick-

disconnect union of each pitot probe having Goodrich P/N 0851HL, serial numbers 267328 through 270714 inclusive, to determine if the torque is adequate, in accordance with the instructions of the applicable service information specified in table 1 of this AD. Before further flight, do all applicable corrective actions in accordance with the instructions of the applicable service information specified in table 1 of this AD.

Table 1–Airbus Service Information

Airbus All Operators Telex –	Revision –	Dated –
A330-34A3235 (for Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321,-322, -323, -341, -342, and -343 airplanes)	02	March 1, 2010
A340-34A4241 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes)	02	March 1, 2010
A340-34A5074 (for Model A340-541 and -642 airplanes)	02	March 1, 2010

(2) Within 30 days after performing the torque check required by paragraph (g)(1) of this AD, or within 30 days after September 22, 2010 (the effective date of AD 2010-17-02, Amendment 39-16392 (75 FR 50871, August 18, 2010), whichever occurs later: Report the torque check results to Airbus, including no findings, as specified in the instructions of the applicable service information listed in table 1 of this AD.

(3) This paragraph provides credit for the actions required by paragraph (g)(1) of this AD, if those actions were done before September 22, 2010 (the effective date of AD 2010-17-02, Amendment 39-16392 (75 FR 50871, August 18, 2010), using the applicable service information listed in table 2 of this AD.

Table 2–Airbus Credit Service Information

Airbus All Operators Telex –	Revision –	Dated –
A330-34A3235	---	September 10, 2009
A330-34A3235	1	September 21, 2009
A340-34A4241	---	September 10, 2009
A340-34A4241	1	September 21, 2009
A340-34A5074	---	September 10, 2009
A340-34A5074	1	September 21, 2009

(4) As of September 22, 2010 (the effective date of AD 2010-17-02, Amendment 39-16392 (75 FR 50871, August 18, 2010), no person may install a pitot probe having Goodrich P/N 0851HL, serial numbers 267328 through 270714 inclusive, on any airplane, unless the actions required by paragraph (g)(1) of this AD have been done; or an intact red torque check mark is visible on the interface of the pneumatic quick disconnect union and the union mount.

(h) New Requirements of This AD: Actions for Model A330-223F and -243F Airplanes

For Model A330-223F and -243F airplanes: At the time specified, do the following actions.

(1) Within 14 days after the effective date of this AD: Perform a torque check of the pneumatic quick-disconnect union of each pitot probe having Goodrich P/N 0851HL, serial numbers 267328 through 270714 inclusive, to determine if the torque is adequate, in accordance with the instructions of Airbus All Operators Telex A330-34A3235, Revision 02, dated March 1, 2010. Before further

flight, do all applicable corrective actions, in accordance with Airbus All Operators Telex A330-34A3235, Revision 02, dated March 1, 2010.

(2) Within 30 days after performing the torque check required by paragraph (g)(1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later: Report the torque check results to Airbus, including no findings, as specified in the instructions of Airbus All Operators Telex A330-34A3235, Revision 02, dated March 1, 2010.

(3) This paragraph provides credit for the actions required by paragraph (h)(1) of this AD, if those actions were done before the effective date of this AD using Airbus All Operators Telex A330-34A3235, dated September 10, 2009; or Airbus All Operators Telex A330-34A3235, Revision 1, dated September 21, 2009.

(4) As of the effective date of this AD, no person may install a pitot probe having Goodrich P/N 0851HL, serial numbers 267328 through 270714 inclusive, on any airplane, unless the actions required by paragraph (h)(1) of this AD have been done; or an intact red torque check mark is visible on the interface of the pneumatic quick disconnect union and the union mount.

(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, 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, FAA, Transport Airplane Directorate, 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.

(j) Related Information

Refer to European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0138, dated July 20, 2011, and the service information specified in table 1 of this AD, 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 on September 22, 2010 (75 FR 50871, August 18, 2010):

- (i) Airbus All Operators Telex A330-34A3235, Revision 02, dated March 1, 2010.
- (ii) Airbus All Operators Telex A340-34A4241, Revision 02, dated March 1, 2010.
- (iii) Airbus All Operators Telex A340-34A5074, Revision 02, dated March 1, 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.

Issued in Renton, Washington, on March 7, 2012.

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



2012-06-08 Airbus: Amendment 39-16989. Docket No. FAA-2012-0272; Directorate Identifier 2011-NM-042-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 9, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A340-211, -212, -311, and -312 airplanes; certificated in any category; having manufacturer serial numbers (MSN) 0002, 0003, 0005 through 0009 inclusive, 0011, 0013, 0014, 0015, 0018 through 0023 inclusive, 0025, 0026, and 0027.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that certain airplanes were not included in a certain airworthiness limitation item (ALI) task (inspections for cracking of the fuselage frame 39.1) and that the inspections must be done to address the identified unsafe condition. We are issuing this AD to detect and correct cracking in the fuselage 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

At the later of the times specified in paragraphs (g)(1) or (g)(2) of this AD: Do an ultrasonic inspection for cracking at the fastener hole area just above stringer 28, of both left- and right-hand fuselage frame 39.1, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A340-53-4184, excluding Appendices 01 and 02, dated October 5, 2010. Repeat the inspection thereafter at intervals not to exceed 7,850 flight cycles or 53,300 flight hours, whichever occurs first.

- (1) Before the accumulation of 13,600 total flight cycles or 92,100 total flight hours since the first flight of the airplane, whichever occurs first; or
- (2) Within 6 months after the effective date of this AD.

(h) Repair

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

(i) Credit for Previous Actions

This paragraph provides credit for the initial inspection only, as required by paragraph (g) of this AD, if the inspection was done before the effective date of this AD using Task 533105-01-01, "Special Detailed Inspection of Fuselage Internal Structure, Fastener Hole Area Above Stringer 28 at FR 39.1 Web Junction on Hoist Fitting, LH/RH," of Section 2.1, "A340-200/300 Airworthiness Limitations," of the Airworthiness Limitations Section (ALS), Part 2 "Damage-Tolerant Airworthiness Limitation Items," of the Airbus A340 Airworthiness Limitation Items (ALI) document 95A.0051/97, Issue 11, dated February, 2009.

(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, 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.

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0245, dated November 26, 2010; and Airbus Mandatory Service Bulletin A340-53-4184, excluding Appendices 01 and 02, dated October 5, 2010; 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 A340-53-4184, dated October 5, 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 an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on March 7, 2012.

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



2012-06-14 Pratt & Whitney: Amendment 39-16995; Docket No. FAA-2011-1176; Directorate Identifier 2011-NE-35-AD.

(a) Effective Date

This AD is effective April 27, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney JT9D-7R4G2 and -7R4H1 turbofan engines.

(d) Unsafe Condition

This AD was prompted by the determination that a new lower life limit of 9,000 cycles-since-new (CSN) for high-pressure turbine (HPT) 1st stage air seals, part number (P/N) 735907, is necessary. We are issuing this AD to prevent critical life-limited rotating engine part failure, and damage to the airplane.

(e) Compliance

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

(f) Removal of HPT 1st Stage Air Seals, P/N 735907

Remove HPT 1st stage air seals, P/N 735907, from service as follows:

(1) For air seals that have fewer than 6,500 CSN on the effective date of this AD, remove the air seals from service before exceeding 9,000 CSN.

(2) For air seals that have 6,500 CSN or more on the effective date of this AD, do the following:

(i) If the engine has a shop visit before the air seal exceeds 9,000 CSN, remove the air seal from service before exceeding 9,000 CSN.

(ii) If the engine does not have a shop visit before the air seal exceeds 9,000 CSN, remove the air seal from service at the next shop visit, not to exceed 2,500 cycles from the effective date of this AD or 15,000 CSN, whichever occurs first.

(g) Installation Prohibition

(1) After the effective date of this AD, do not install or reinstall into any engine any HPT 1st stage air seal, P/N 735907, removed from service in accordance with paragraph (f) of this AD.

(2) After the effective date of this AD, do not install or reinstall into any JT9D-7R4G2 or JT9D-7R4H1 engine any HPT 1st stage air seal, P/N 735907, that exceeds the new life limit of 9,000 CSN.

(h) Engine Shop Visit Definition

For the purposes of this AD, an engine shop visit is the induction of an engine into the shop after the effective date of this AD, where the separation of a major engine flange occurs, except that the following maintenance actions, or any combination thereof, are not considered engine shop visits:

- (1) Introduction of an engine into a shop solely for removal of the compressor top or bottom case for airfoil maintenance or variable stator vane bushing replacement.
- (2) Introduction of an engine into a shop solely for removal or replacement of the stage 1 fan disk.
- (3) Introduction of an engine into a shop solely for replacement of the turbine rear frame.
- (4) Introduction of an engine into a shop solely for replacement of the accessory gearbox or transfer gearbox, or both.
- (5) Introduction of an engine into a shop solely for replacement of the fan containment case.

(i) Alternative Methods of Compliance (AMOCs)

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

(j) Related Information

For more information about this AD, contact Ian Dargin, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7178; fax: 781-238-7199; email: ian.dargin@faa.gov.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on March 16, 2012.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-06-17 Rolls-Royce Deutschland Ltd & Co KG (Formerly Rolls-Royce plc, Derby, England): Amendment 39-16998; Docket No. FAA-2012-0288; Directorate Identifier 2012-NE-10-AD.

(a) Effective Date

This AD becomes effective March 23, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Rolls-Royce Deutschland Ltd & Co KG (RRD) turbofan engines:

- (1) TAY 611-8 engines, serial numbers (S/Ns) 16870, 16879, 16880, 16897, 18046, 18051, 18052, 18053, 18058, 18065, 18066, 18169, and 18194.
- (2) TAY 611-8C engine S/N 85313.

(d) Reason

This AD was prompted by the discovery that certain high-pressure (HP) turbine spanner retaining nuts were improperly heat treated after application of silver plating. We are issuing this AD to prevent failure of the HP turbine stage 2 disc, uncontained engine failure, and damage to the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

- (1) Within 20 flight cycles after the effective date of the AD or within 200 flight cycles since the last engine shop visit, whichever occurs first, remove the HP turbine spanner retaining nut from the combustion and HP turbine module, and install a new HP turbine spanner retaining nut.
- (2) Do not reinstall HP turbine spanner retaining nuts removed as specified in paragraph (e)(1) of this AD, into any engine.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information

(1) For more information about this AD, contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: mark.riley@faa.gov; phone: 781-238-7758; fax: 781-238-7199.

(2) Refer to MCAI European Aviation Safety Agency Emergency AD 2012-0039-E, dated March 9, 2012; AD 2012-0039R1, dated March 14, 2012; and RRD Alert Service Bulletin No. TAY-72-A1769, dated March 9, 2012, for related information.

(3) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: 49 0 33-7086-1883; fax: 49 0 33-7086-3276. You may review copies of the referenced 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.

Issued in Burlington, Massachusetts, on March 19, 2012.

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



2012-06-18 Pratt & Whitney Division: Amendment 39-16999; Docket No. FAA-2011-1194; Directorate Identifier 2011-NE-36-AD.

(a) Effective Date

This AD is effective April 27, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines, including models with any dash number suffix, that have not incorporated Pratt & Whitney Alert Service Bulletin (ASB) No. PW4ENG-A72-436; Service Bulletin (SB) No. PW4ENG-79-76; and SB No. PW4ENG-72-472.

(d) Unsafe Condition

This AD was prompted by reports of five engine in-flight shutdowns and seven unplanned engine removals due to clogging of No. 4 bearing compartment oil pressure and scavenge tubes. We are issuing this AD to prevent an engine fire, a fractured fan drive shaft, and damage to the airplane.

(e) Compliance

(1) If you have incorporated Pratt & Whitney ASB No. PW4ENG-A72-436; SB No. PW4ENG-79-76; and SB No. PW4ENG-72-472, then no further action is required.

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

(f) Inspection and Cleaning of No. 4 Bearing Compartment for Coking

(1) Within 1,000 cycles-in-service (CIS) after the effective date of this AD, inspect and clean the No. 4 bearing compartment.

(2) Thereafter, within every additional 1,000 CIS, re-inspect and clean the No. 4 bearing compartment.

(g) Modification To Stop Buildup of Coking in the No. 4 Bearing Compartment, and Rerouting of the No. 4 Bearing Pressure and Scavenge Tubes

At the next engine shop visit, but not to exceed 5 years after the effective date of this AD, do the following:

(1) Replace the No. 4 bearing packing transfer tube assembly;

(2) Replace the No. 4 bearing internal scavenge tube assembly;

- (3) Remove the No. 4 bearing shield, and the No. 4 bearing shield option; and
- (4) Install the new No. 4 bearing shield options.
- (5) Modify the turbine exhaust case to relocate the No. 4 bearing pressure and scavenge tube ports to below the engine centerline;
- (6) Replace the internal No. 4 bearing pressure and scavenge tubes;
- (7) Modify or replace the turbine case cooling brackets to support the new No. 4 bearing pressure and scavenge tubes;
- (8) Replace the turbine case manifolds as necessary; and
- (9) Install the new brackets and clamps to support the new routing configuration.

(h) Terminating Action to the Repetitive Inspections and Cleaning

Performing the modifications specified in paragraphs (g)(1) through (g)(9) of this AD is terminating action for the repetitive inspections and cleanings specified in paragraph (f)(2) of this AD.

(i) Definition of Shop Visit

For the purpose of this AD, a shop visit is when the engine is inducted into the shop for any maintenance involving the separation of pairs of major mating engine flanges (lettered flanges). However, the separation of engine flanges solely for the purposes of transporting the engine without subsequent engine maintenance is not an engine shop visit.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

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

(2) Pratt & Whitney ASB No. PW4ENG-A72-436; SB No. PW4ENG-79-76; and SB No. PW4ENG-72-472, pertain to the subject of this AD.

(3) For service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770; fax: 860-565-4503. For information on the availability of this material at the FAA, call 781-238-7125.

(l) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on March 19, 2012.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.