FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2012-25

12/3/2012 - 12/16/2012

Federal Aviation Administration
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2012-01			
2011-18-21	S 2004-26-05	Rolls-Royce plc	Engine: RB211-524B-02, -524B3-02, RB211-524B2, -524B4, -524C2, -524D4, RB211-524G and -524H series
2011-27-03		Boeing	737
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X
Biweekly 2012-02			
2011-25-05		Boeing	767-200, -300, -300F, and -400ER series
2012-01-06		Boeing	767-200 and 767-300 series
2012-01-08		328 Support Services GmbH	328-100 and 328-300
2012-01-09		Boeing	757-200, -200CB, and -300 series
2012-01-10		General Electric	Engine: CF34-10E series
Biweekly 2012-03			
2011-24-04	COR	Boeing	DC-10-10, DC-10-10F, and MD-10-10F
2012-01-04		EADS CASA	CN-235-100, CN-235-200, and CN-235-300
2012-02-03		CFM International S.A.	Engine: CFM56-5B1/3, CFM56-5B2/3, CFM56-5B3/3, CFM56-5B4/3, CFM56-5B5/3, CFM56-5B6/3, CFM56-5B7/3, CFM56-5B8/3, CFM56-5B9/3, CFM56-5B3/3B1, and CFM56-5B4/3B1
2012-02-04		Rolls-Royce plc	Engine: RB211-Trent 553-61, RB211-Trent 553A2-61, RB211-Trent 556-61, RB211-Trent 556A2-61, RB211-Trent 556B-61, RB211-Trent 556B2-61, RB211-Trent 560-61, and RB211-Trent 560A2-61 turbofan
2012-02-07	S 2011-02-07 S 2011-18-01	General Electric	Engine: CF6-45A, CF6-45A2, CF6-50A, CF6-50C, CF6-50CA, CF6-50C1, CF6-50C2, CF6-50C2B, CF6-50C2D, CF6-50E, CF6-50E1, CF6-50E2, and CF6-50E2B turbofan
2012-02-08		Aviation Communication & Surveillance Systems LLC	Appliance: See AD
2012-02-09		Boeing	737-100, -200, -200C, and -300 series
2012-02-11	S 2011-11-08	Rolls-Royce plc	Engine: RB211-535E4-37, -535E4-B-37, -535E4-B-75, and -535E4-C-37 turbofan
2012-02-12		Bombardier Inc	DHC-8-400, -401, and -402
2012-03-51	E	Lockheed	P2V
Biweekly 2012-04			
74-08-09 R3	R	Transport Category Airplanes	See AD
2009-11-02	COR	CFM International S.A.	Engine: CFM56-2, CFM56-3, CFM56-5A, CFM56-5B, CFM56-5C, and CFM56-7B series
2012-02-14		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2012-03-02		Boeing	767-200 and -300 series
2012-03-05		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2012-03-09		Boeing	747SP series
2012-03-10		Airbus	A340-642
2012-03-51		Lockheed	P2V
2012-04-01	S 2003-16-18	Rolls-Royce plc	Engine: RB211-Trent 895-17, 892-17, 892B-17, 884-17, 884B-17, 877-17, and 875-17 turbofan
2012-04-05	S 2007-12-07	General Electric Company	Engine: CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, and CF6-80C2B8F turbofan
Biweekly 2012-05			
2012-02-15	S 2007-03-01	Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-17		Boeing	757-200, -200PF, -200CB, and -300 series
2012-02-18		Dassault	MYSTERE-FALCON 50
2012-03-03		Fokker	F.27 Mark 050, F.28 Mark 0070 and 0100
2012-03-08	S 2006-14-05	Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2012-03-12		GE	Engine: CF6-80C2 turbofan

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2012-04-02		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900)
2012-04-04		Pratt & Whitney Division	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan
2012-04-06		328 Support Services GmbH	328-100
2012-04-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2012-04-08		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315; DHC-8-400, -401, and -402
2012-04-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series
2012-04-12		Bombardier	CL-600-2B16 (CL -604 Variant)
2012-04-13	S 2011-09-07	Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61 556B2-61, 560-61, 560A2-61; RB211-Trent 768-60, 772-60, 772B-60; RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2012-04-14		Rolls-Royce plc	Engine: RB211-Trent 800 turbofan
Biweekly 2012-06			
2012-02-01		Pratt & Whitney	Engine: PW2037, PW2037(M), and PW2040 turbofan
2012-04-11	S 97-22-13	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-04-15	S 2007-05-17	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 series turbofan
2012-05-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-05-04		Boeing	767-200, -300, -300F, and -400ER series
2012-05-05		Bombardier	CL-215-1A10, CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2012-05-07		Bombardier	DHC-8-102, -103, and -106
2012-05-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD
2012-06-01		Cessna	560XL
2012-06-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-06-04		Bombardier	DHC-8-400, -401, and -402
2012-06-05		Bombardier	DHC-8-400, -401, and -402
2012-06-07	S 2010-17-02	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2012-06-08		Airbus	A340-211, -212, -311, and -312
2012-06-14		Pratt & Whitney	Engine: JT9D-7R4G2 and -7R4H1 turbofan
2012-06-17		Rolls-Royce Deutschland Ltd	Engine: TAY 611-8 engines, and TAY 611-8C
2012-06-18		Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan

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Biweekly 2012-07			
2012-04-11	COR S 97-22-13 S 2002-10-06	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-05-02		Boeing	737-600, -700, -700C, -800, and -900 series
2012-05-06	S 95-20-04 R1	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2012-06-03		Bombardier	BD-100-1A10 (Challenger 300)
2012-06-06		Boeing	757-200, -200PF, -200CB, and -300 series
2012-06-10	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302,-303, -321, -322, -323, -341, -342, -343, A340-541 and -642
2012-06-11		Airbus	A321-131, -211, -212, and -231
2012-06-12		Airbus	A340-642
2012-06-21		Dassault Aviation	Mystere-Falcon 900
2012-06-22		Airbus	A340-541 and -642
2012-06-23	S 2011-08-07	Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2012-06-25	S 2007-23-01	Goodrich	Appliance: See Ad
2012-07-02		Airbus	A340-541 and -642
2012-07-03	S 2009-21-06	328 Support Services GmbH	328-100 and -300
Biweekly 2012-08			
2012-02-16	S 2007-15-10	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-03-04	S 2008-01-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-04-14	COR	Rolls-Royce plc	RB211-Trent 800 turbofan engines
2012-06-09		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2012-06-19		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-06-20		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-07-04		Cessna	680
2012-07-05		Fokker Services B.V.	F.27 Mark 050
2012-07-06		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-07-07		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2012-09			
2012-06-02	COR	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-07-08	S 2010-11-13	Embraer	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; and ERJ 170-200 LR, -200 SU, and -200 STD
2012-08-02		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; and A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-08-03		Airbus	A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-04		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-08-05		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2012-08-07	S 2011-23-06	Sicma Aero Seat	Passenger seat assemblies
2012-08-08		Learjet	45
2012-08-09		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-08-10		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-11		Bombardier	DHC-8-400, -401, and -402

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2012-08-12		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-13		Boeing	777-200 and -300
2012-08-14		Boeing	767-200, -300, -300F, and -400ER series
2012-08-15		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-16		Learjet	60
2012-08-17		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-09-01		Cessna	560XL
2012-09-02		Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2012-09-03		Saab	SAAB 2000
Biweekly 2012-10			
2012-01-05	S 2010-23-26	Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R
2012-09-04	S 2004-19-06 R1	Boeing	767-200, -300, -300F, and -400ER series
2012-09-05		Fokker Services B.V.	F.28 Mark 0100
2012-09-06		Boeing	737-700 series
2012-09-07		Airbus	A319-111, -112, -132, A320-111, -211, -212, -214, -232, A321-111, -211, -212, and -231
2012-09-08		Boeing	767-200 and -300 series
2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-12	S 2005-23-02	Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-09-13		Airbus	A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-09-14		Boeing	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2012-11			
2012-09-09	S 2010-20-07	International Aero Engines AG	V2500-A1, V2525-D5, V2528-D5, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines
2012-10-03	S 90-21-17	The Boeing Company	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2012-10-05		Fokker Srvices B.V.	F.28 Mark 0070 and 0100
2012-10-06		Saab AB, Saab Aerosystems	SAAB 2000
2012-10-07		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2012-10-08	S 2011-08-04	Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2012-10-10		The Boeing Company	Model 777-200, -200LR, -300, -300ER, and 777F series
2012-10-12	S 2008-18-08	Rolls-Royce plc	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-11-01		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-11-06		Gulfstream Aerospace Corporation	G-1159, G-1159A, and G-1159B
2012-11-07		Honeywell International Inc	ALF502L-2C; ALF502R-3; ALF502R-3A; ALF502R-5; LF507-1F; and LF507-1H turbofan engines
Biweekly 2012-12			
2012-11-03		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-11-04	S 2005-18-05	Bombardier Inc	CL-215-1A10 (Water Bomber), CL-215-6B11 (CL-215T Variant)
2012-11-11	S 2009-04-12	Boeing	767-200, -300, and -400ER series

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Biweekly 2012-13			
2012-11-09	S 2011-04-09	Transport category airplanes	See AD
2012-11-15		BAE	4101
2012-12-01	S 2009-02-04	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F, and A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-12-02		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)
2012-12-04	S 2008-19-03	Boeing	737-300, -400, and -500 series
2012-12-05	S 2004-09-09 S 2009-16-14	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-12-06		Fokker	F.28 Mark 0070 and 0100
2012-12-07		Fokker	F.28 Mark 0070 and 0100
2012-12-08		Boeing	777-200 and -300 series
2012-12-09		Boeing	717-200
2012-12-12		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213, -311, -312, and -313 airplanes
2012-12-13		BAE	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-12-14		Boeing	767-200 and -300 series
2012-12-16		Bombardier	DHC-8-400, -401, and -402
2012-12-17		Bombardier	BD-100-1A10 (Challenger 300)
2012-12-18	S 2010-18-03	Dassault	FALCON 7X
2012-12-19		Boeing	777-200, -200LR, and -300ER series
2012-12-22		BAE	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-13-01		Saab	340A (SAAB/SF340A) and SAAB 340B
2012-13-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-13-51		Gulfstream Aerospace LP	G150
Biweekly 2012-14			
2009-07-01 R1		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
2012-11-14		Pratt & Whitney Canada	PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines
2012-12-03	S 2010-16-07	Rolls-Royce plc	RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2012-13-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-13-06		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622, A300 C4-605R Variant F
2012-13-07		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-13-08	S 2006-01-07	Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2012-13-09		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

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Biweekly 2012-15			
2012-12-08	COR	Boeing	777-200 and -300 series
2012-12-15	S 2008-10-11	Boeing	757-200, -200PF, -200CB, and -300 series
2012-13-02	S 2011-14-07	Pratt & Whitney Division	PW4074 and PW4077 turbofan engines
2012-13-12		Gulfstream Aerospace Corp	G-IV, GIV-X, GV, and GV-SP
2012-13-51		Gulfstream Aerospace LP	G150
2012-14-02	S 2002-19-11	Boeing	767-200 and -300 series
2012-14-03		Boeing	777-200 and -300 series
2012-14-04		Bombardier Inc	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2012-14-05		Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2012-14-13		Airbus	A318-112 -121; A319-111, -112, -115, -132, -133; A320-214, -232, -233; A321-211, -212, -213, and -231
Biweekly 2012-16			
2011-19-01 R1	R 2011-19-01	Airbus	A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232
2012-15-03		Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW
2012-15-06		Gulfstream Aerospace LP	Astra SPX, 1125 Westwind Astra, and Gulfstream 100
2012-15-09		Airbus	A310-203, -221, and -222
2012-15-10		Boeing	747-400 and 747-400D series
2012-15-11		Dassault Aviation	FALCON 7X
2012-15-12		Boeing	767-200, -300, -300F, and -400ER series
2012-15-13	S 2007-23-18	Boeing	747-100B SUD, 747-300, 747-400, 747-400D series, and 747-200B series
2012-15-14		Airbus	A300 B4-2C, B4-103, B4-203; B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R; and A300 C4-605R Variant F
2012-15-16		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315, DHC-8-400, -401, and -402
2012-15-17		Airbus	A300 B4-603, B4-605R, B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R
Biweekly 2012-17			
2012-16-01		Pratt & Whitney Division	See AD
2012-16-05		Airbus	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-16-06		Airbus	A300 B4-601, B4-603, B4-620, and B4-622, and A310-203, -204, -221, and -222
2012-16-07		Boeing	737-500 series
2012-16-08		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A, and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-16-09	S 2010-07-04 S 2010-18-01	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD; ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW; and ERJ 190-200 STD, -200 LR, and -200 IGW
2012-16-10		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-16-11		Airbus	A318-112 and -121; A319-111, -112, -115, -132, and -133; A320-214, -232, and -233; and A321-211, -212, -213, and -231
2012-16-12		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body series; 707-300, -300B, -300C, and -400 series; and 720 and 720B series
2012-16-15		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-16-16		The Boeing Company	757-200, -200PF, -200CB, and -300 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2012-18			
2012-15-15	S 2004-09-32	Boeing	757-200, -200CB, and -300 series
2012-16-04		Boeing	777-200 and -300 series
2012-16-14		Honeywell International Inc.	TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines
2012-17-01		Goodyear Aviation Tires	Appliance: See AD
2012-17-05		Honeywell International Inc.	TFE731-5 series, TFE731-5AR and -5BR, TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines
2012-17-11		BAE SYSTEMS (Operations) Limited	4101
2012-17-12		Boeing	747-400 series
2012-18-03		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4152, PW4156, PW4650, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4156A, PW4158, PW4160, PW4460, and PW4462, , PW4164C, PW4164C/B, PW4168, and PW4168A engines
2012-18-05		Boeing	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87), MD-88, MD-90-30
Biweekly 2012-19			
2012-04-07	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213, -311, -312, and -313 airplanes
2012-14-01		Rolls-Royce Deutschland	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
2012-17-04		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-17-13		Boeing	707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and 720 and 720B series airplanes
2012-18-11		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes; CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes
2012-18-12		Airbus	A318-111, -112, -121, and -122 airplanes; A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and A320-111, -211, -212, -214, -231, -232, and -233 airplanes
2012-18-13	S 99-08-23	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2012-18-14		Pratt & Whitney Canada	PW901A auxiliary power units
2012-18-15		Bombardier	DHC-8-400, -401, and -402 airplanes
2012-18-16		Cessna	750 airplanes
2012-18-17	S 2010-18-13	Pratt & Whitney Division	See AD
2012-19-02	S 2005-25-21	Airbus	A330-243, -243F, -341, -342 and -343 airplanes
2012-19-08		General Electric Company	See AD
Biweekly 2012-20			
2012-14-09		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4152, PW4156, PW4650, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4164, PW4164C, PW4164C/B, PW4168, PW4168A, PW4164-1D, PW4164C-1D, PW4164C/B-1D, PW4168-1D, PW4168A-1D, and PW4170
2012-18-07		Rolls-Royce plc	RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines
2012-19-03	S 2009-26-17	Boeing	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F airplanes, and Model MD-10-10F and MD-10-30F
2012-19-04	S 94-14-05 S 96-07-06	Fokker Services B.V.	F.28 Mark 0100
2012-19-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-19-06		EMBRAER	EMB-145, -145ER, -145MR, -145LR, -145MP, and -145EP

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
			airplanes; and Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR
2012-19-07		Airbus	A340-541 and -642
2012-19-10		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-19-11		Boeing	737-100, -200, -200C, -300,-400, -500, 737-600, -700, -700C, -800,-900, and -900ER series
2012-20-01		Boeing	737-100, -200, and -200C series
2012-20-03	S 89-15-07	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2012-21			
2012-20-04		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-20-06		Boeing	737-200 and -200C series
2012-20-07	S 2007-15-06 R1	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
2012-20-08		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-20-09	S 2011-17-04	Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2012-22			
2012-21-02		Boeing	767-200, -300, -300F, and -400ER series
2012-21-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2012-21-04		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A310-203, -204, -221, -222, -304, -322, -324, -325, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R and A300 C4-605R Variant F
2012-21-08	S 2005-07-20	Boeing	737-600, -700, -700C, -800, and -900 series
2012-21-10		Boeing	777-200LR and -300ER series
2012-21-11		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2012-21-12		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-21-13		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2012-21-14	S 2004-22-23	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-21-16		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-21-17		Airbus	A320-214 and -232
2012-21-18		Boeing	MD-90-30
2012-21-19		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-21-20		Airbus	A330-201, -202, -203, -223, -243, -223F -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-22-04		Boeing	MD-90-30
Biweekly 2012-23			
2011-21-07 R1	R 2011-21-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2012-21-15		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-22-05	S 2011-04-01	Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-22-07		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-22-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-22-10		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
			600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2012-22-12		Airbus	A330-243, -243F, -341, -342, and -343
2012-22-15		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-22-16		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines
Biweekly 2012-24			
2012-22-02		Boeing	747-400, -400D, and -400F series
2012-22-03		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
2012-22-17		Boeing	767-200 and -300 series
2012-22-18		Airbus	A330-243, -243F, -341, -342, and -343
2012-23-04	S 95-12-17	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-23-06		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-23-08	S 2008-08-24	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2012-23-10		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
2012-24-01		Rolls-Royce Deutschland Ltd & Co KG	TAY 620-15 engines
Biweekly 2012-25			
2012-23-09	S 2010-11-14	Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2012-23-14		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-24-05		Rolls-Royce plc	RB211-Trent 970-84 and 972-84 series turbofan engines
2012-24-06		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2012-24-07		Boeing	787-8
2012-24-08		Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2012-24-10		Boeing	747-400 and -400F series
2012-25-02	S 2005-23-01	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-25-03		Boeing	757-200, -200PF, -200CB and 757-300

2012-23-09 Embraer S.A.: Amendment 39-17265. Docket No. FAA-2012-0590; Directorate Identifier 2011-NM-112-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 14, 2013.

(b) Affected ADs

This AD supersedes AD 2010-11-14, Amendment 39-16319 (75 FR 30277, June 1, 2010).

(c) Applicability

(1) This AD applies to Embraer S.A. Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; certificated in any category; all serial numbers.

(2) This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval of an alternative method of compliance (AMOC) according to paragraph (j)(1) of this AD. The request should include a description of changes to the required actions that will ensure the continued operational safety of the airplane.

(d) Subject

Air Transport Association (ATA) of America Code 52, Doors; 53, Fuselage; 54, Nacelles/Pylons; 55, Stabilizers; 57, Wings; 71, Powerplant; and 78, Engine Exhaust.

(e) Reason

This AD was prompted by reports of cracks in some of the structural components of the airplane. We are issuing this AD since failure to inspect these structural components according to the new airworthiness limitation section (ALS) tasks, thresholds, and intervals could prevent a timely detection of fatigue cracking, which if not properly addressed, 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) Restated Actions: Revision and Compliance Times

This paragraph restates the actions required by paragraph (f) of AD 2010-11-14, Amendment 39-16319 (75 FR 30277, June 1, 2010).

(1) Within 90 days after July 6, 2010 (the effective date of AD 2010-11-14, Amendment 39-16319 (75 FR 30277, June 1, 2010)), revise the ALS of the Instructions for Continued Airworthiness (ICA) to include the tasks specified in table 1 to paragraph (g)(1) of this AD. These tasks are identified in EMBRAER Temporary Revision (TR) 2-5, dated December 6, 2007; and EMBRAER TR 2-6, dated February 12, 2008; to Appendix A, Part 2, Airworthiness Limitation Inspections (ALI) -Structures, of the EMBRAER 190 Maintenance Review Board Report (MRBR), MRB-1928.

Table 1 to Paragraph (g)(1) of This AD–MRBR TRs and Tasks, With Compliance Times

EMBRAER MRBR TR	Subject	MRBR Task No.	Compliance time
TR 2–5, dated December 6, 2007.	Wing stub main box lower skin and splices—internal.	57–01–002–0002	250 flight cycles after July 6, 2010 (the effective date of AD 2010–11–14, Amendment 39–16319 (75 FR 30277, June 1, 2010)).
TR 2–5, dated December 6, 2007.	Wing stub spar 3—internal/external.	57–01–008–0003	500 flight cycles after July 6, 2010 (the effective date of AD 2010–11–14, Amendment 39–16319 (75 FR 30277, June 1, 2010)).
TR 2–5, dated December 6, 2007.	Wing stub spar 3—external.	57–01–008–0004	500 flight cycles after July 6, 2010 (the effective date of AD 2010–11–14, Amendment 39–16319 (75 FR 30277, June 1, 2010)).
TR 2–5, dated December 6, 2007.	Wing lower skin panel stringers—internal.	57–10–007–0004	500 flight cycles after July 6, 2010 (the effective date of AD 2010–11–14, Amendment 39–16319 (75 FR 30277, June 1, 2010)).
TR 2–5, dated December 6, 2007.	Wing main box rib 11—internal.	57–10–012–0003	500 flight cycles after July 6, 2010 (the effective date of AD 2010–11–14, Amendment 39–16319 (75 FR 30277, June 1, 2010)).
TR 2–6, dated February 12, 2008.	Nose landing gear wheel well metallic structure.	53–10–021–0004	500 flight cycles after July 6, 2010 (the effective date of AD 2010–11–14, Amendment 39–16319 (75 FR 30277, June 1, 2010)).

(2) The actions required by paragraph (g)(1) of this AD may be done by inserting a copy of EMBRAER TR 2-5, dated December 6, 2007; and EMBRAER TR 2-6, dated February 12, 2008; to Appendix A, Part 2, Airworthiness Limitation Inspections (ALI) -Structures, of the EMBRAER 190 MRBR, MRB-1928, into the ALS of the EMBRAER 190 MRBR, MRB-1928. When these TRs have been included in general revisions of the EMBRAER 190 MRBR, MRB-1928, the general revisions may be inserted, provided the relevant information in the general revision is identical to that in EMBRAER TR 2-5, dated December 6, 2007; and EMBRAER TR 2-6, dated February 12, 2008, and these TRs may be removed.

(3) The initial compliance times for the tasks specified in EMBRAER TR 2-5, dated December 6, 2007; and EMBRAER TR 2-6, dated February 12, 2008; to Appendix A, Part 2, Airworthiness Limitation Inspections (ALI)–Structures, of the EMBRAER 190 MRBR, MRB-1928; start at the later of the times specified in paragraphs (g)(3)(i) and (g)(3)(ii) of this AD. For certain tasks, the compliance times depend on the pre-modification and post-modification condition of the associated service bulletin, as specified in the "Applicability" column of these TRs.

(i) Within the applicable threshold times specified in the TRs specified in table 1 to paragraph (g)(1) of this AD.

(ii) At the applicable compliance time specified in table 1 to paragraph (g)(1) of this AD.

(iii) Thereafter, except as provided in paragraphs (h) and (j) of this AD, no alternative replacement times or structural inspection intervals may be approved for the tasks specified in the TRs specified in table 1 to paragraph (g)(1) of this AD.

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

Within 90 days after the effective date of this AD, revise the maintenance program to incorporate the tasks specified in Part 2–
Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010; and EMBRAER TR 5-1, dated February 11, 2011, to Part 2–
Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010; with the thresholds and intervals stated in these documents. The initial compliance times for the tasks are stated in the "Implementation Plan" section of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010. Doing the revision required by this paragraph terminates the revision required by paragraph (g) of this AD.

(i) No Alternative Actions or Intervals

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

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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: Cindy Ashforth, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 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.

(k) Related Information

Refer to MCAI Brazilian Airworthiness Directive 2011-05-04, effective June 16, 2011, and the service information specified in paragraphs (k)(1) through (k)(4) of this AD, for related information.

(1) EMBRAER Temporary Revision (TR) 2-5, dated December 6, 2007, to Appendix A, Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of the EMBRAER 190 Maintenance Review Board Report, MRB-1928.

(2) EMBRAER TR 2-6, dated February 12, 2008, to Appendix A, Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of the EMBRAER 190 Maintenance Review Board Report, MRB-1928.

(3) EMBRAER TR 5-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(4) Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 14, 2013.

(i) EMBRAER Temporary Revision (TR) 5-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(ii) Appendix A, Airworthiness Limitation (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(4) The following service information was approved for IBR on July 6, 2012 (75 FR 30277, June 1, 2010).

(i) EMBRAER TR 2-5, dated December 6, 2007, to Appendix A, Part 2–Airworthiness Limitation Inspections (ALI)–Structures of the EMBRAER 190 Maintenance Review Board Report, MRB-1928.

(ii) EMBRAER TR 2-6, dated February 12, 2008, to Appendix A, Part 2–Airworthiness Limitation Inspections (ALI)–Structures of the EMBRAER 190 Maintenance Review Board Report, MRB-1928.

(5) For service information identified in this AD, contact Embraer S.A., 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.

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

(7) You may view this 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 November 13, 2012.

John P. Piccola,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2012-23-14 The Boeing Company: Amendment 39-17270; Docket No. FAA-2012-0857; Directorate Identifier 2011-NM-244-AD.

(a) Effective Date

This AD is effective January 7, 2013.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE (http://rgl.faa.gov/regulatory_and_guidance_library/rgstc.nsf/0/2C6E3DBDDD36F91C862576A4005D64E2?OpenDocument&Highlight=st01219se) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17. For all other AMOC requests, the operator must request approval for an AMOC in accordance with the procedures specified in paragraph (i) of this AD.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of a crack found in the fuselage skin under the aft drain mast. We are issuing this AD to detect and correct cracking in the fuselage skin and internal support structure, which could result in uncontrolled decompression of the airplane.

(f) Compliance

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

(g) Inspection and Repair

(1) For airplanes identified as Group 1 airplanes as specified in Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011: At the times specified in paragraph 1.E. "Compliance," of Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011, do the actions specified in paragraphs (g)(1)(i), (g)(1)(ii), and (g)(1)(iii) of this AD, and do all related investigative actions and

repair, as applicable, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011, except as required by paragraph (h) of this AD. Related investigative actions and repairs must be done before further flight. If the drain mast is found to be installed correctly, no further action is required by this paragraph.

(i) Do a detailed inspection for cracking and signs of corrosion of the channel and the fillers adjacent to the drain mast bolts.

(ii) Inspect the bonding strap for the correct location.

(iii) Measure the diameter and thickness of the washers under the drain mast bolts.

(2) For airplanes identified as Group 2 airplanes as specified in Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011: Within 120 days after the effective date of this AD, inspect and repair, as required, using a method approved in accordance with the procedures specified in paragraph (i) of this AD. Repairs must be done before further flight.

(h) Exception

(1) Where Paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011, specifies a compliance time after the original issue date of Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011, this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) For airplanes identified as Group 1 airplanes as specified in Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011: If any cracking or sign of corrosion is found during any inspection required by this AD, and Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011, specifies to contact Boeing for appropriate action, before further flight, repair the crack or sign of corrosion using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

For more information about this AD, contact Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6447; fax: 425-917-6590; email: wayne.lockett@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1318, dated October 31, 2011.

(ii) Reserved.

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

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

(5) You may view this 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 November 13, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2012-24-05 Rolls-Royce plc: Amendment 39-17275; Docket No. FAA-2012-1117; Directorate Identifier 2012-NE-25-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 26, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211-Trent 970-84 and 972-84 series turbofan engines, all serial numbers.

(d) Reason

This AD was prompted by a Trent 900 engine experiencing a high intermediate pressure vibration fault, along with other fluctuating engine parameters, while in flight. We are issuing this AD to prevent fracture of the oil transfer tube, which could result in uncontained failure of the engine and damage to the airplane.

(e) Actions and Compliance

Before further flight, unless already done, do the following:

(1) Use paragraph 1.A. of RR Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AH051, dated August 3, 2012, or Revision 1, dated September 11, 2012, and RR NMSB RB.211-72-H056, dated August 3, 2012, or Revision 1, dated September 11, 2012, to determine which engine serial numbers to inspect.

(2) Inspect the LPT bearing housing end cover assembly for the presence of a spherical seat, P/N CU38971. For guidance on performing the inspection, see paragraphs 3.A.(5) through 3.A.(8) of the SBs listed in paragraph (e)(1) of this AD.

(3) If, during the inspection required by paragraph (e)(2) of this AD, you find that spherical seat, P/N CU38971, is missing, replace the LPT bearing housing end cover assembly, P/N FW22780, with a part eligible for installation.

(f) Installation Prohibition

After the effective date of this AD:

(1) Do not approve for return to service any airplane with an engine, affected by this AD, installed, unless the engine has passed the inspection required by paragraph (e)(2) of this AD.

(2) Do not install an LPT bearing housing end cover assembly, P/N FW22780, onto any engine required to be inspected by this AD, unless the LPT bearing housing end cover assembly was inspected as required by this AD.

(g) Credit for Previous Actions

If you accomplished the actions required by paragraph (e) of this AD before the effective date of this AD using RR Technical Variance (TV) 125436, issue 2, dated July 27, 2012, you met the requirements of paragraph (e) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

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

(2) Refer to European Aviation Safety Agency Airworthiness Directive 2012-0145, dated August 6, 2012, for related information.

(j) Material Incorporated by Reference

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

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

(i) Rolls-Royce (RR) Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AH051, dated August 3, 2012.

(ii) RR Alert NMSB RB.211-72-AH051, Revision 1, dated September 11, 2012.

(iii) RR NMSB RB.211-72-H056, dated August 3, 2012.

(iv) RR NMSB RB.211-72-H056, Revision 1, dated September 11, 2012.

(3) For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011-44-1332-242424; fax: 011-44-1332-245418, email: http://www.rolls-royce.com/contact/civil_team.jsp, or download the publication from https://www.aeromanager.com.

(4) You may view this 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.

(5) You may view this service information 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 Burlington, Massachusetts, on November 26, 2012.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2012-24-06 Saab AB, Saab Aerosystems: Amendment 39-17276. Docket No. FAA-2012-0672; Directorate Identifier 2011-NM-261-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 14, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Saab AB, Saab Aerosystems Model 340A (SAAB/SF340A) and SAAB 340B airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD, except airplanes that have SAAB Modification 2650 and/or 2859 installed. This AD does not apply to airplanes with serial numbers 170, 342, 362, 363, 367, 372, 379, 385, 395, 405, 409, 431, and 455.

(1) Model 340A (SAAB/SF340A) airplanes, serial numbers 004 through 159 inclusive.

(2) Model SAAB 340B airplanes, serial numbers 160 through 459 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 27: Flight Controls.

(e) Reason

This AD was prompted by reports of stall events during icing conditions where the natural stall warning (buffet) was not identified. We are issuing this AD to prevent natural stall events when operating in icing conditions, which, if not corrected, could result in loss of control 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) Replacement

(1) For airplanes with basic wing tips: Within 24 months after the effective date of this AD, replace all stall warning computers (SWCs) having part number (P/N) 0020AK, 0020AK1, 0020AK2, or 0020AK4, with a new SWC P/N 0020AK6, in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-27-098, Revision 01, dated April 13, 2012.

(2) For airplanes with extended wing tips: Within 24 months after the effective date of this AD, replace the SWC P/N 0020AK3 MOD 1 with a new SWC P/N 0020AK7, in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-27-099, Revision 01, dated April 13, 2012.

(h) Concurrent Modification

Before or concurrently with the accomplishment of the requirements of paragraph (g) of this AD: Modify the airplane in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-27-097, Revision 03, dated April 19, 2012.

(i) Parts Installation Prohibition

After accomplishing the replacement required by paragraph (g) of this AD and the modification required by paragraph (h) of this AD, do not install any SWC having P/N 0020AK, 0020AK1, 0020AK2, 0020AK4, or 0020AK3 MOD 1 on any airplane.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the service bulletin specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, which are not incorporated by reference in this AD.

(1) Saab Service Bulletin 340-27-097, dated September 1, 2011.

(2) Saab Service Bulletin 340-27-097, Revision 01, dated September 26, 2011.

(3) Saab Service Bulletin 340-27-097, Revision 02, dated October 7, 2011.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, ANM-116, International Branch, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1112; 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 Airworthiness Directive 2011-0219, dated November 11, 2011, and the service information specified in paragraphs (l)(1) through (l)(3) of this AD, for related information.

(1) Saab Service Bulletin 340-27-097, Revision 03, dated April 19, 2012.

(2) Saab Service Bulletin 340-27-098, Revision 01, dated April 13, 2012.

(3) Saab Service Bulletin 340-27-099, Revision 01, dated April 13, 2012.

(m) Material Incorporated by Reference

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

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

(i) Saab Service Bulletin 340-27-097, Revision 03, dated April 19, 2012.

(ii) Saab Service Bulletin 340-27-098, Revision 01, dated April 13, 2012.

(iii) Saab Service Bulletin 340-27-099, Revision 01, dated April 13, 2012.

(3) For service information identified in this AD, contact Saab AB, Saab Aeronautics, SE-581 88, Linköping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; email saab340techsupport@saabgroup.com; Internet http://www.saabgroup.com.

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

(5) You may view this 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 November 21, 2012.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2012-24-07 The Boeing Company: Amendment 39-17277; Docket No. FAA-2012-1220; Directorate Identifier 2012-NM-208-AD.

(a) Effective Date

This AD is effective December 5, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787-8 airplanes, certificated in any category, serial numbers 34485, 34486, 34488, 34490, 34493, 34494, 34497, 34502, 34506 through 34508 inclusive, 34514, 34515, 34521, 34744 through 34747 inclusive, 34822, 34824, 34829, 34832, 34834 through 34838 inclusive, 35938, 36276 through 36278 inclusive, 38319, 38320, 38330, 38466, 38471, 40748, and 40899.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of fuel leaks due to improperly assembled engine fuel feed manifold couplings. We are issuing this AD to detect and correct improperly assembled couplings, which could result in fuel leaks and consequent fuel exhaustion, engine power loss or shutdown, or leaks on hot engine parts that could lead to a fire.

(f) Compliance

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

(g) Inspection

Except as provided by paragraph (h) of this AD: Do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with Action 1) of Boeing Multi Operator Message MOM-MOM-12-0838-01B(R2), including Attachment A, dated November 25, 2012.

(1) Within 7 days after the effective date of this AD, ensure that the lockwire installation on the rigid and full flexible couplings is correct.

(2) Within 21 days after the effective date of this AD, inspect the rigid and full flexible couplings for correct assembly, including replacement of the o-rings with new o-rings, confirmation that the proper retainer rings are installed in the full flexible coupling, a general visual inspection for damage

of the blade seals, and all applicable corrective actions. Do all applicable corrective actions before further flight.

(h) Requirements Based on Previous Accomplishment

(1) For airplanes on which the fuel couplings have been inspected before the effective date of this AD as specified in "Method 1: AMM Method" of Boeing Multi Operator Message MOM-MOM-12-0838-01B, dated November 11, 2012, which is not incorporated by reference in this AD; or Boeing Multi Operator Message MOM-MOM-12-0838-01B(R1), dated November 14, 2012, which is not incorporated by reference in this AD: A review of the airplane maintenance records is acceptable for compliance with the requirements of paragraph (g)(1) of this AD, if the records conclusively demonstrate that lockwire was installed correctly using a method equivalent to step 6.a. of Action 1) of Boeing Multi Operator Message MOM-MOM-12-0838-01B(R2), including Attachment A, dated November 25, 2012.

(2) For airplanes on which the fuel couplings have been inspected before the effective date of this AD as specified in "Method 2: Non-Invasive Method" of Boeing Multi Operator Message MOM-MOM-12-0838-01B, dated November 11, 2012, which is not incorporated by reference in this AD; or Boeing Multi Operator Message MOM-MOM-12-0838-01B(R1), dated November 14, 2012, which is not incorporated by reference in this AD: The actions specified in paragraph (g)(1) of this AD are not required.

(3) For airplanes on which the rigid fuel couplings have been inspected before the effective date of this AD as specified in "Method 1: AMM Method" or "Method 2: Non-Invasive Method" of Boeing Multi Operator Message MOM-MOM-12-0838-01B, dated November 11, 2012, which is not incorporated by reference in this AD; or Boeing Multi Operator Message MOM-MOM-12-0838-01B(R1), dated November 14, 2012, which is not incorporated by reference in this AD: The actions specified in paragraph (g)(2) of this AD are not required for the rigid fuel couplings only. However, the actions specified in paragraph (g)(2) of this AD are required for the full flexible couplings, even if inspected prior to the effective date of this AD as specified in Boeing Multi Operator Message MOM-MOM-12-0838-01B, dated November 11, 2012, which is not incorporated by reference in this AD; or Boeing Multi Operator Message MOM-MOM-12-0838-01B(R1), dated November 14, 2012, which is not incorporated by reference in this AD.

(i) No Reporting Requirement

Boeing Multi Operator Message MOM-MOM-12-0838-01B(R2), including Attachment A, dated November 25, 2012, specifies reporting to Boeing any anomalies found during inspection of the assembly of the rigid and full flexible couplings, including anomalies of the lockwire installation. This AD does not require any report.

(j) Special Flight Permit

Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the airplane can be modified, provided the lockwire is correctly installed on the engine fuel feed manifold rigid and full flexible couplings in accordance with paragraph (g)(1) 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.

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

(l) Related Information

(1) For more information about this AD, contact Sherry Vevea, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6514; fax: 425-917-6590; email: sherry.vevea@faa.gov.

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

(m) Material Incorporated by Reference

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

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

(i) Boeing Multi Operator Message MOM-MOM-12-0838-01B(R2), including Attachment A, dated November 25, 2012. The document number and issue date are identified on page 1 of Boeing Multi Operator Message MOM-MOM-12-0838-01B(R2), including Attachment A, dated November 25, 2012, and on each page of Attachment A; no other page of this document contains this information.

(ii) Reserved.

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

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

(5) You may view this 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 November 28, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2012-24-08 The Boeing Company: Amendment 39-17278; Docket No. FAA-2012-0186; Directorate Identifier 2011-NM-268-AD.

(a) Effective Date

This AD is effective January 14, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes; certificated in any category; as identified in Boeing Alert Service Bulletin 737-30A1063, Revision 1, dated July 10, 2012.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 3030, Pitot/Static Anti-Ice System.

(e) Unsafe Condition

This AD was prompted by reports of flight crew failure to activate air data probe heat. We are issuing this AD to prevent ice from forming on air data system sensors and consequent loss of or misleading airspeed indication on all airspeed indicating systems, which could lead to loss of control of the airplane.

(f) Compliance

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

(g) Modification

Within 24 months after the effective date of this AD: Modify the anti-icing system for the angle of attack sensor, the total air temperature, and the pitot probes, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-30A1063, Revision 1, dated July 10, 2012.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 737-30A1063, dated November 16, 2011, which is not incorporated by reference in this AD.

(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.

(j) Related Information

For more information about this AD, contact Frank Carreras, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6442; fax: 425-917-6590; email: frank.carreras@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-30A1063, Revision 1, dated July 10, 2012.

(ii) Reserved.

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

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

(5) You may view this 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 November 23, 2012.
Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2012-24-10 The Boeing Company: Amendment 39-17280; Docket No. FAA-2012-0678; Directorate Identifier 2011-NM-285-AD.

(a) Effective Date

This AD is effective January 16, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-400 and -400F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-21A2523, Revision 1, dated October 3, 2011.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 21, Air Conditioning.

(e) Unsafe Condition

This AD was prompted by multiple reports of integrated display unit (IDU) malfunctions and mode control panel (MCP) malfunctions. We are issuing this AD to prevent IDU malfunctions, which could affect the ability of the flightcrew to read primary displays for airplane attitude, altitude, or airspeed, and consequently reduce the ability of the flightcrew to maintain control of the airplane.

(f) Compliance

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

(g) Software Update

Within 12 months after the effective date of this AD: Install integrated display system software, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-21A2523, Revision 1, dated October 3, 2011.

Note 1 to paragraph (g) of this AD: Boeing Alert Service Bulletin 747-21A2523, Revision 1, dated October 3, 2011, refers to the service bulletins specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD as additional sources of guidance for the software installation specified by paragraph (g) of this AD, which are not incorporated by reference in this AD.

(1) Boeing Service Bulletin 747-31-2426, dated July 29, 2010 (for airplanes with Rolls-Royce engines).

(2) Boeing Service Bulletin 747-31-2427, dated July 29, 2010 (for airplanes with General Electric engines).

(3) Boeing Service Bulletin 747-31-2428, dated July 29, 2010 (for airplanes with Pratt & Whitney engines).

(h) Duct Assembly Replacement and Wiring Changes

Within 60 months after the effective date of this AD: Replace the duct assembly with a new duct assembly, do wiring changes, and route certain wire bundles, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-21A2523, Revision 1, dated October 3, 2011.

(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.

(j) Related Information

(1) For more information about this AD, contact Ana Martinez Hueto, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6592; fax: 425-917-6591; email: ana.m.hueto@faa.gov.

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-21A2523, Revision 1, dated October 3, 2011.

(ii) Reserved.

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

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

(5) You may view this 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 November 30, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2012-25-02 Bombardier, Inc.: Amendment 39-17283. Docket No. FAA-2012-0496; Directorate Identifier 2011-NM-263-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 16, 2013.

(b) Affected ADs

This AD supersedes AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005).

(c) Applicability

(1) This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial numbers 7003 and subsequent.

(2) This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (l)(1) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in FAA Advisory Circular (AC) 25.1529-1A, dated November 20, 2007 (http://rgl.faa.gov/Regulatory–and–Guidance–Library/rgAdvisoryCircular.nsf/list/AC%2025.1529-1A/$FILE/AC%2025.1529-1A.pdf).

(d) Subject

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

(e) Reason

This AD was prompted by multiple reports of cracks on the forward face of the rear pressure bulkhead (RPB) web. We are issuing this AD to detect and correct cracking in the RPB, which could result in reduced structural integrity and rapid decompression of the airplane.

(f) Compliance

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

(g) Retained Revision to the Airworthiness Limitations (AWL) Section

This paragraph restates the requirements of paragraph (f) of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005). For airplanes having serial numbers 7003 through 8025 inclusive, 8030, and 8034: Within 30 days after November 29, 2005 (the effective date of AD 2005-23-01), revise the AWL section of the Instructions for Continued Airworthiness of the Canadair Regional Jet Maintenance Requirements Manual (MRM), Part 2, Appendix B, "Airworthiness Limitations," by incorporating the information specified in AWL 53-61-153 of the Canadair Regional Jet Temporary Revision (TR) 2B-2109, dated October 13, 2005, into the AWL section. Perform the applicable detailed and special detailed inspections for cracking of the aft pressure bulkhead, as specified in that TR, at the applicable compliance time specified in table 1 to paragraph (g) of this AD. Repeat the detailed inspection thereafter at intervals not to exceed 1,085 flight cycles, and repeat the special detailed inspection thereafter at intervals not to exceed 4,360 flight cycles, in accordance with the procedures specified in AWL 53-61-153, as introduced by Canadair Regional Jet TR 2B-2109, dated October 13, 2005, to Appendix B, "Airworthiness Limitations, of Part 2 of the Canadair Regional Jet MRM. Accomplishing the revision required by paragraph (i) of this AD terminates the requirements of this paragraph.

Table 1 to Paragraph (g) of This AD–Compliance Times for Initial Inspections

As of November 29, 2005 (the effective date of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005)): If the total flight cycles accumulated on the airplane are –	**Inspect before the airplane accumulates** –
8,000 or fewer	12,000 total flight cycles.
More than 8,000 but fewer than 12,000	15,000 total flight cycles or within 4,000 flight cycles after November 29, 2005 (the effective date of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005)), whichever is first.
12,000 or more but fewer than 15,000	17,000 total flight cycles or within 3,000 flight cycles after November 29, 2005 (the effective date of AD 2005-23-01 Amendment 39-14359 (70 FR 69073, November 14, 2005)), whichever is first.
15,000 or more but fewer than 17,000	18,500 total flight cycles or within 2,000 flight cycles after November 29, 2005 (the effective date of AD 2005-23-01 Amendment 39-14359 (70 FR 69073, November 14, 2005)), whichever is first.
17,000 or more but fewer than 18,500	19,500 total flight cycles or within 1,500 flight cycles after November 29, 2005 (the effective date of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005)), whichever is first.
18,500 or more but fewer than 19,500	20,000 total flight cycles or within 1,000 flight cycles after November 29, 2005 (the effective date of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005)), whichever is first.

19,500 or more	500 flight cycles after November 29, 2005 (the effective date of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005)).

(h) Retained General Revision of the MRM

This paragraph restates the requirements of paragraph (g) of AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005). For airplanes having serial numbers 7003 through 8025 inclusive, 8030, and 8034: When the information in AWL 53-61-153 of the Canadair Regional Jet TR 2B-2109, dated October 13, 2005, to Appendix B, "Airworthiness Limitations," of Part 2 of the Canadair Regional Jet MRM, is included in the general revisions of the MRM, the general revisions may be inserted into the AWL section of the Instructions for Continued Airworthiness, and this information may be removed from the MRM.

(i) New Requirement of This AD: Maintenance Program Revision

Within 60 days after the effective date of this AD: Revise the maintenance program by incorporating the revised inspection requirements specified in AWL 53-61-153 of Bombardier TR 2B-2187, dated June 22, 2011, to Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 MRM. The initial compliance times for the task are at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD. Doing the revision required by paragraph (i) of this AD terminates the requirements of paragraph (g) of this AD.

(1) For airplanes on which the special detailed inspection specified in AWL 53-61-153 of Bombardier TR 2B-2187, dated June 22, 2011; or Canadair Regional Jet TR 2B-2109, dated October 13, 2005; has not been done as of the effective date of this AD: The initial compliance time for AWL 53-61-153 is at the applicable time specified in paragraph (i)(1)(i) or (i)(1)(ii) of this AD.

(i) For airplanes that have accumulated 10,500 total flight cycles or less as of the effective date of this AD: Before the accumulation of 12,000 total flight cycles.

(ii) For airplanes that have accumulated more than 10,500 total flight cycles as of the effective date of this AD: Within 1,500 flight cycles after the effective date of this AD.

(2) For airplanes on which the special detailed inspection specified in AWL 53-61-153 of Bombardier TR 2B-2187, dated June 22, 2011; or Canadair Regional Jet TR 2B-2109, dated October 13, 2005; has been done as of the effective date of this AD: The initial compliance time for AWL 53-61-153 is within 4,360 flight cycles after accomplishing the most recent special detailed inspection, or within 1,500 flight cycles after accomplishing the most recent detailed inspection as specified in AWL 53-61-153 of Canadair Regional Jet TR 2B-2109, dated October 13, 2005, whichever occurs later.

(j) No Alternative Actions or Intervals

After accomplishing the revisions required by paragraph (i) of this AD, no alternative actions (e.g., inspections) or intervals may be used other than those specified in Bombardier TR 2B-2187, dated June 22, 2011, to Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-

2B19 MRM, unless the actions and intervals are approved as an AMOC in accordance with the procedures specified in paragraph (l)(1) of this AD.

(k) New Action of This AD: General Revision of the MRM

The maintenance program revision required by paragraph (i) of this AD may be done by inserting a copy of Bombardier TR 2B-2187, dated June 22, 2011, into Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 MRM. When this TR has been included in general revisions of the MRM, the general revisions may be inserted in the MRM, provided the relevant information in the general revision is identical to that in this TR.

(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 (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 manager of 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. AMOCs approved previously in accordance with AD 2005-23-01, Amendment 39-14359 (70 FR 69073, November 14, 2005), are approved as AMOCs with the corresponding requirements of paragraphs (g) and (h) of this AD only.

(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) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 16, 2013.

(i) Bombardier TR 2B-2187, dated June 22, 2011, to Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 MRM.

(ii) Reserved.

(4) The following service information was approved for IBR on November 29, 2005 (70 FR 69073, November 14, 2005).

(i) Canadair Regional Jet Temporary Revision 2B-2109, dated October 13, 2005, to the Canadair Regional Jet Maintenance Requirements Manual, Part 2, Appendix B, "Airworthiness Limitations."

(ii) Reserved.

(5) 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.

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

(7) You may view this 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 November 30, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2012-25-03 The Boeing Company: Amendment 39-17284; Docket No. FAA-2012-0421; Directorate Identifier 2011-NM-042-AD.

(a) Effective Date

This AD is effective January 16, 2013.

(b) Affected ADs

This AD affects AD 2010-15-01, Amendment 39-16367 (75 FR 39804, July 13, 2010).

(c) Applicability

This AD applies to The Boeing Company airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model 757-200, -200PF, and -200CB series airplanes identified in Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011.

(2) Model 757-300 airplanes identified in Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011.

(3) Installation of Supplemental Type Certificate (STC) ST01920SE (http://rgl.faa.gov/Regulatory–and–Guidance–Library/rgstc.nsf/0/082838ee177dbf62862576a4005cdfc0/$FILE/ST01920SE.pdf) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17. For all other AMOC requests, the operator must request approval for an AMOC in accordance with the procedures specified in paragraph (n) of this AD.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 30, Ice and Rain Protection.

(e) Unsafe Condition

This AD was prompted by a report of in-flight fracture of the right windshield (window 1) on the flight deck and multiple reports of electrical arcs at the terminal blocks of the flight deck windshields resulting in smoke and fire. We are issuing this AD to prevent smoke and fire in the flight deck, which can lead to loss of visibility, and injuries to or incapacitation of the flightcrew.

(f) Compliance

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

(g) Inspection and Repair

Within 500 flight hours after the effective date of this AD, except as required by paragraph (h) of this AD: Do a detailed inspection for damage of the wiring and electrical terminal blocks (J1, J4, and J5 terminals) at the left and right flight deck window 1 windshield, and do all applicable corrective actions, by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011 (for Model 757-300 series airplanes). Except as provided by paragraph (j) of this AD, do all applicable corrective actions before further flight. Repeat the detailed inspection thereafter at the applicable interval specified in paragraph (g)(1) or (g)(2) of this AD. Doing the replacement specified in paragraph (k) of this AD terminates the repetitive inspection requirements of this paragraph for that replaced flight deck windshield.

(1) For flight deck windshields manufactured by GKN Aerospace (GKN) with screw/lug electrical connections, repeat the detailed inspection thereafter at intervals not to exceed 12,000 flight hours or 48 months, whichever occurs later.

(2) For flight deck windshields manufactured by PPG Aerospace (PPG) with screw/lug electrical connections, repeat the detailed inspection thereafter at intervals not to exceed 6,000 flight hours or 24 months, whichever occurs later.

(h) Compliance Time Exception for Previous Inspection

For airplanes on which inspections of the J1, J4, and J5 terminals specified in the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-30-0019, Revision 2, dated April 19, 2010 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 2, dated March 31, 2010 (for Model 757-300 series airplanes); were accomplished before the effective date of this AD: Do the actions required by paragraph (g) of this AD at the applicable compliance time specified in paragraphs (h)(1) and (h)(2) of this AD. Repeat the inspection thereafter at the applicable intervals specified in paragraph (g)(1) or (g)(2) of this AD.

(1) For flight deck windshields manufactured by GKN with screw/lug electrical connections: At the later of the times specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Within 12,000 flight hours or 48 months, whichever occurs later, after accomplishing the inspection.

(ii) Within 500 flight hours after the effective date of this AD.

(2) For flight deck windshields manufactured by PPG with screw/lug electrical connections: At the later of the times specified in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Within 6,000 flight hours or 24 months, whichever occurs later, after accomplishing the inspection.

(ii) Within 500 flight hours after the effective date of this AD.

(i) Inspection for Replaced Windshield or Re-Assembled Heat Power Connection

(1) For airplanes on which any windshield is replaced after the effective date of this AD with a windshield that uses screws and lugs for electrical heat connection, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011 (for Model 757-300 series airplanes): Do the actions required by paragraph (g) of this AD within 500 flight hours after the windshield replacement; and thereafter at the applicable interval specified in paragraph (g)(1) or (g)(2) of this AD.

(2) For airplanes on which any windshield heat power connection is re-assembled after the effective date of this AD on windshields that use screws and lugs for windshield heat connections, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011 (for Model 757-300 series airplanes): Do the actions required by paragraph (g) of this AD within 500 flight hours after the connection re-assembly; and thereafter at the applicable interval specified in paragraph (g)(1) or (g)(2) of this AD.

(j) Exception to Compliance Time for Certain Windshield Replacement

If, during the inspection required by paragraph (g) or (i) of this AD, the screw is found cross threaded: Do the applicable actions specified in paragraph (j)(1) or (j)(2) of this AD.

(1) If the terminal lug is loose and cannot be tightened: Before further flight, replace that windshield, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011 (for Model 757-300 series airplanes).

(2) If the terminal lug is tight or can be tightened: Replace that windshield within 500 flight hours after the inspection, in accordance with the Accomplishment Instructions Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011 (for Model 757-300 series airplanes).

(k) Optional Terminating Action

Replacing a flight deck windshield that uses screws and lugs for the electrical connections with a flight deck windshield that uses pins and sockets for the electrical connections, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011 (for Model 757-300 series airplanes); ends the repetitive inspection requirements of paragraph (g) of this AD for that windshield.

(l) Related AD Termination

Accomplishing the actions required by this AD terminates the requirements of paragraphs (g), (j), and (k) of AD 2010-15-01, Amendment 39-16367 (75 FR 39804, July 13, 2010), for that airplane only.

(m) Credit for Previous Actions

This paragraph provides credit for the actions required by this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757-30-0019, Revision 2, dated April 19, 2010 (for Model 757-200, -200PF, and -200CB series airplanes); or Boeing Special Attention Service Bulletin 757-30-0020, Revision 2, dated March 31, 2010 (for Model 757-300 series airplanes); which are not incorporated by reference in this AD.

(n) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14

CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(3) AMOCs approved previously in accordance with AD 2010-15-01, Amendment 39-16367 (75 FR 39804, July 13, 2010), that are associated with the J5 (lower) terminal only are approved as AMOCs for the actions specified in paragraphs (g), (h), (i), (j), and (k) of this AD for the J5 (lower) terminal only.

(4) AMOCs approved previously in accordance with AD 2010-15-01, Amendment 39-16367 (75 FR 39804, July 13, 2010), that install windows with pin/socket electrical connectors (both upper and lower) are approved as AMOCs for the actions specified in paragraphs (g), (h), (i), (j), and (k) of this AD.

(o) Related Information

(1) For more information about this AD, contact Elias Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6478; fax: 425-917-6590; email: Elias.Natsiopoulos@faa.gov.

(2) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet https://www.myboeingfleet.com. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(p) Material Incorporated by Reference

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

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

(i) Boeing Special Attention Service Bulletin 757-30-0019, Revision 3, dated December 16, 2011.

(ii) Boeing Special Attention Service Bulletin 757-30-0020, Revision 3, dated December 16, 2011.

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

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

(5) You may view this 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 November 30, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.