



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2012-12

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Engineering Procedures Office, AIR-110
P. O. Box 25082
Oklahoma City, OK 73125-0460

LARGE AIRCRAFT

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

LARGE AIRCRAFT

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

LARGE AIRCRAFT

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

LARGE AIRCRAFT

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



2012-11-03 The Boeing Company: Amendment 39-17066; Docket No. FAA-2011-1320; Directorate Identifier 2011-NM-208-AD.

(a) Effective Date

This AD is effective July 9, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 777-57A0090, dated August 24, 2011.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by four reports of retaining cross bolt hardware not fully engaged into the fuse pins of the forward trunnion lower housing of the main landing gear (MLG), which could result in an incorrect MLG emergency landing break-away sequence. We are issuing this AD to prevent an incorrect emergency landing MLG break-away sequence, which could result in puncturing of the wing box and consequent fuel leaks and an airplane fire. Failure of the fuse pins could also result in a possible landing gear collapse causing a runway excursion during take-off or landing.

(f) Compliance

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

(g) Detailed Inspection and Replacement

Within 1,125 days after the effective date of this AD, perform a detailed inspection of the fuse pin cross bolts and fuse pins of the left and right MLG forward trunnion lower housing to verify that the cross bolts are installed correctly and that there are no missing fuse pins, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0090, dated August 24, 2011. If any cross bolt of the MLG forward trunnion lower housing is not installed correctly, or if any fuse pin of the MLG forward trunnion lower housing is missing: Before further flight, replace all fuse pins in the MLG forward trunnion upper and lower housing on the side, or sides, of the airplane where the missing or incorrectly installed fuse pin/pins were discovered, in accordance with the

Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0090, dated August 24, 2011, except step 1 in Part 2 of paragraph 3.B of the Accomplishment Instructions of Boeing Alert Service Bulletin 777-57A0090, dated August 24, 2011, is not considered regulatory for the purposes of this AD.

(h) 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.

(i) Related Information

For more information about this AD, contact James Sutherland, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6533; fax: 425-917-6590; email: James.Sutherland@faa.gov.

(j) Material Incorporated by Reference

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

(i) Boeing Alert Service Bulletin 777-57A0090, dated August 24, 2011.

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

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

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

Issued in Renton, Washington, on May 18, 2012.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-11-04 Bombardier, Inc.: Amendment 39-17067. Docket No. FAA-2012-0109; Directorate Identifier 2010-NM-244-AD.

(a) Effective Date

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

(b) Affected ADs

This AD supersedes AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005).

(c) Applicability

This AD applies to the Bombardier Inc. airplanes; certificated in any category; as identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model CL-215-1A10 (Water Bomber) airplanes, serial numbers 1001 through 1125 inclusive.

(2) Model CL-215-6B11 (CL-215T Variant) airplanes, serial numbers 1056 through 1125 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking found outside the inspection area. We are issuing this AD to detect and correct cracking of the lower caps of the wing front and rear spars, and lower wing skin, which 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) Retained Initial Inspection With New Service Information

This paragraph restates the requirements of paragraph (f) of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005), with new service information. At the time specified in paragraph (h) of this AD: Perform an ultrasonic inspection to detect cracking of the lower cap of the wing front and rear spars at wing station 51, in accordance with the Accomplishment Instructions of Canadair Alert Service Bulletin 215-A463, Revision 1, dated May 25, 1995, or Bombardier Alert Service Bulletin 215-A463, Revision 2, dated March 13, 2001 (for the front spar); and Canadair Alert Service Bulletin 215-A454, Revision 1, dated May 25, 1995, Bombardier Alert Service Bulletin 215-A454, Revision 2, dated January 27, 1999, Bombardier Alert Service Bulletin 215-A454, Revision 3,

dated March 13, 2001, or Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009 (for the rear spar). As of the effective date of this AD, the inspection must be done in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A463, Revision 2, dated March 13, 2001 (for the front spar); and Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001, or Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009 (for the rear spar).

(h) Retained Compliance Times

This paragraph restates the requirements of paragraph (g) of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005). Do the inspections required by paragraph (g) of this AD at the earlier of the times specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) Prior to the accumulation of 3,000 total flight hours, or within 25 flight hours after March 4, 1998 (the effective date of AD 98-04-08, Amendment 39-10321 (63 FR 7640, February 17, 1998)), whichever occurs later.

(2) At the later of the times specified in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Prior to the accumulation of 2,500 total flight hours, or 8,000 total water drops, whichever occurs first.

(ii) Within 50 flight hours or 150 water drops after October 6, 2005 (the effective date of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005)), whichever occurs first.

(i) Retained Repetitive Inspections With New Intervals

This paragraph restates the requirements of paragraph (h) of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005), with new intervals. Repeat the ultrasonic inspection specified in paragraph (g) of this AD at the times specified in paragraph (i)(1) or (i)(2) of this AD, as applicable.

(1) For airplanes on which any ultrasonic inspection required by paragraph (a) of AD 98-04-08, Amendment 39-10321 (63 FR 7640, February 17, 1998), has been done before October 6, 2005: Within 600 flight hours after the last ultrasonic inspection, do the ultrasonic inspection specified in paragraph (g) of this AD. Repeat the ultrasonic inspection specified in paragraph (g) of this AD thereafter at intervals not to exceed 600 flight hours or 2,000 water drops, whichever occurs first.

(2) For airplanes on which the ultrasonic inspection required by paragraph (a) of AD 98-04-08, Amendment 39-10321 (63 FR 7640, February 17, 1998), has not been done before October 6, 2005: After accomplishing the initial ultrasonic inspection specified in paragraph (g) of this AD, repeat the ultrasonic inspection specified in paragraph (g) of this AD thereafter at intervals not to exceed 600 flight hours or 2,000 water drops, whichever occurs first.

(j) Retained Ultrasonic Inspection With New Service Information

This paragraph restates the requirements of paragraph (i) of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005), with new service information. At the later of the times specified in paragraphs (j)(1) and (j)(2) of this AD, do an ultrasonic inspection for cracks of the wing lower skin, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001; or Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009. Thereafter, do the ultrasonic inspection for cracks of the wing lower skin at the times specified for the ultrasonic inspection in paragraph (i) of this AD.

(1) Within 50 flight hours or 150 water drops after October 6, 2005, whichever occurs first.

(2) Before further flight after accomplishing the first ultrasonic inspection required by paragraph (g) or (i) of this AD after October 6, 2005.

(k) Retained Corrective Actions With New Service Information

This paragraph restates the requirements of paragraph (j) of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005), with new service information. If any cracking is detected during any inspection required by paragraph (g), (i), or (j) of this AD, before further flight, accomplish paragraphs (k)(1) and (k)(2) of this AD.

(1) Rework the lower cap of the front or rear spar, as applicable, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A463, Revision 2, dated March 13, 2001 (for the front spar), and Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001, or Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009 (for the rear spar).

(2) After doing the rework specified in paragraph (k)(1) of this AD, do a general visual inspection, from inside the wing box, to detect cracks of the front spar web or rear spar web, as applicable, and the lower skin area, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A463, Revision 2, dated March 13, 2001 (for the front spar); and Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001 (for the rear spar); or Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009 (for the rear spar). If any cracking is detected: Before further flight, repair in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA; or Transport Canada Civil Aviation (TCCA) (or its delegated agent).

(l) Retained Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraphs (g) and (h) of this AD, if those actions were performed before October 6, 2005, using Canadair Alert Service Bulletin 215-A463, dated April 8, 1993; Canadair Alert Service Bulletin 215-A463, Revision 1, dated May 25, 1995; Canadair Alert Service Bulletin 215-A454, dated October 13, 1993; Canadair Alert Service Bulletin 215-A454, Revision 1, dated May 25, 1995; or Bombardier Alert Service Bulletin 215-A454, Revision 2, dated January 27, 1999.

(2) This paragraph provides credit for the actions required by paragraphs (g) and (h) of this AD, if those actions were performed before October 6, 2005, using Bombardier Alert Wire 215-A454, dated December 23, 1992; and Bombardier Alert Wire 215-A463, dated March 26, 1993.

(m) Retained Reporting Requirement With New Contact Information

This paragraph restates the requirements of paragraph (m) of AD 2005-18-05, Amendment 39-14245 (70 FR 52009, September 1, 2005), with new contact information. For any inspection required by AD 2005-18-05, that is accomplished after October 6, 2005, within 30 days after accomplishing the inspection, submit a report of any inspection results (both positive and negative findings) to Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada; or to 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>. As of the effective date of this AD, submit reports to Bombardier, Inc., in accordance with the contact information specified in Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

(n) New Ultrasonic Inspection of the Rear Spar Lower Cap

Within the compliance time specified in paragraph (p) of this AD: Perform an ultrasonic inspection to detect cracking of the right and left wing rear spar lower cap between wing station (WS) 51.00 and WS 49.50, in accordance with paragraph 2.C., "Part A," of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

Repeat the ultrasonic inspection thereafter at intervals not to exceed 600 flight hours or 2,000 water drops, whichever comes first. Accomplishment of the actions in this paragraph terminates the inspection requirements of the lower cap of the wing rear spars at WS 51.00 of paragraph (g) of this AD. Accomplishment of the actions in this paragraph does not terminate the inspection requirements of the lower cap of the wing front spars at WS 51.00 required by paragraph (g) of this AD.

(1) If any crack is found in the rear spar lower cap, before further flight, do a general visual inspection for cracks from inside the wing box, of the areas of the rear spar web and the wing lower skin adjacent to the crack in the rear spar lower cap, in accordance with paragraph 2.C., "Part A," of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

(2) If any cracking is detected during any ultrasonic or general visual inspection required by paragraph (n) of this AD, before further flight, repair in accordance with a method approved by the Manager, New York ACO, FAA; or TCCA (or its delegated agent).

(o) New Ultrasonic Inspection of the Lower Wing Skin

Within the compliance time specified in paragraph (p) of this AD: Perform an ultrasonic inspection to detect cracking of the wing lower skin underneath the drag angle between the front spar and the rear spar at the left and right WS 51.00, in accordance with paragraph 2.D., "Part B," of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009. Do the ultrasonic inspection thereafter at intervals not to exceed 600 flight hours or 2,000 water drops, whichever comes first. Accomplishment of the actions in this paragraph terminates the requirements of paragraph (j) of this AD.

(1) If any crack is found in the wing lower skin, before further flight, do a general visual inspection for cracks from inside the wing box, i.e., the stringers adjacent to the skin crack, in accordance with paragraph 2.D., "Part B," of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

(2) If any cracking is detected during any ultrasonic or general visual inspection required by paragraph (n) of this AD, before further flight, repair in accordance with a method approved by the Manager, New York ACO, FAA; or TCCA (or its delegated agent).

(p) New Compliance Times for Paragraphs (n) and (o) of This AD

At the later of the times specified in paragraphs (p)(1) and (p)(2) of this AD.

(1) Prior to the accumulation of 2,500 total flight hours, or 8,000 total water drops, whichever occurs first.

(2) Within 50 flight hours or 150 water drops after the effective date of this AD, whichever occurs first.

(q) Credit for Previous Actions

This paragraph provides credit for the inspections at WS 51.00 required by paragraphs (n) and (o) of this AD, if those inspections were performed within the last 550 flight hours or 1,850 water drops before the effective date of this AD using Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001.

(r) New Reporting Requirements

At the applicable time specified in paragraph (r)(1) or (r)(2) of this AD, submit a report of the findings (both positive and negative) of the inspections required by paragraphs (n) and (o) of this AD to Bombardier, Inc., in accordance with Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(s) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York 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; phone: 516-228-7300; fax: 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

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

(t) Related Information

Refer to MCAI Airworthiness Directive CF-1992-26R2, dated September 1, 2010, and the following service information for related information.

(1) Bombardier Alert Service Bulletin 215-A463, Revision 2, dated March 13, 2001.

(2) Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001.

(3) Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

(u) 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.

(3) The following service information was approved for IBR on July 9, 2012.

(i) Bombardier Alert Service Bulletin 215-A454, Revision 4, dated November 18, 2009.

(4) The following service information was approved for IBR on October 6, 2005 (70 FR 52009, September 1, 2005).

(i) Bombardier Alert Service Bulletin 215-A454, Revision 2, dated January 27, 1999.

(ii) Bombardier Alert Service Bulletin 215-A454, Revision 3, dated March 13, 2001.

(iii) Bombardier Alert Service Bulletin 215-A463, Revision 2, dated March 13, 2001.

(5) The following service information was approved for IBR on March 4, 1998 (63 FR 7640, February 17, 1998).

(i) Canadair Alert Service Bulletin 215-A454, Revision 1, dated May 25, 1995.

(ii) Canadair Alert Service Bulletin 215-A463, Revision 1, dated May 25, 1995.

(6) For Bombardier, Inc. service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; phone: 514-855-5000; fax: 514-855-7401; email: thd.crj@aero.bombardier.com; Internet: <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on May 18, 2012.

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



2012-11-11 The Boeing Company: Amendment 39-17074; Docket No. FAA-2011-0719; Directorate Identifier 2010-NM-087-AD.

(a) Effective Date

This airworthiness directive (AD) is effective July 12, 2012.

(b) Affected ADs

This AD supersedes AD 2009-04-12, Amendment 39-15818 (74 FR 8717, February 26, 2009).

(c) Applicability

This AD applies to The Boeing Company Model 767-200, -300, and -400ER series airplanes; operating in a passenger or passenger/cargo configuration; certificated in any category; as identified in Boeing Special Attention Service Bulletin 767-25-0428, Revision 3, dated October 21, 2010. The requirements of this AD become applicable at the time an airplane operating in an all-cargo configuration is converted to a passenger or passenger/cargo configuration.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 25: Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by reports that entry and service doors did not open fully during deployment of emergency escape slides, and reports of missing snap rings. We are issuing this AD to prevent failure of an entry or service door to open fully in the event of an emergency evacuation, which could impede exit from the airplane. This condition could result in injury to passengers or crewmembers.

(f) Compliance

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

(g) Retained Replacement

This paragraph restates the requirements of paragraph (f) of AD 2009-04-12, Amendment 39-15818 (74 FR 8717, February 26, 2009). At the applicable time specified in paragraphs (g)(1) and (g)(2) of this AD, replace the separation link assembly on the deployment bar of the emergency escape system on all the applicable entry and service doors with an improved separation link assembly, and do all the applicable related investigative and corrective actions before further flight, by accomplishing all of the applicable actions specified in the Accomplishment Instructions of any service bulletin identified in paragraphs (g)(3)(i) through (g)(3)(iii) of this AD. After April 2, 2009

(the effective date of AD 2009-04-12), only the service bulletins specified in paragraphs (g)(3)(ii) and (g)(3)(iii) of this AD may be used to accomplish the actions required by this paragraph. After the effective date of this AD, only the service bulletin identified in paragraph (g)(3)(iii) of this AD may be used to accomplish the actions required by this paragraph.

(1) For airplanes other than those having variable number VN 137: Within 48 months after April 2, 2009 (the effective date of AD 2009-04-12, Amendment 39-15818 (74 FR 8717, February 26, 2009)).

(2) For the airplane having variable number VN 137: Within 48 months after the effective date of this AD.

(3) Use the following service information, as applicable, to accomplish the actions required by paragraph (g) of this AD.

(i) Boeing Special Attention Service Bulletin 767-25-0428, dated August 23, 2007.

(ii) Boeing Special Attention Service Bulletin 767-25-0428, Revision 1, dated May 8, 2008.

(iii) Boeing Special Attention Service Bulletin 767-25-0428, Revision 3, dated October 21, 2010.

(h) Credit for Previous Actions

This paragraph provides credit for the replacement required by paragraph (g) of this AD, if that replacement was performed before the effective of this AD using Boeing Special Attention Service Bulletin 767-25-0428, Revision 2, dated February 4, 2010.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(3) AMOCs approved for AD 2009-04-12, Amendment 39-15818 (74 FR 8717, February 26, 2009), are approved as AMOCs for the corresponding provisions of this AD.

(j) Related Information

For more information about this AD, contact Kimberly DeVoe, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6495; fax: (425) 917-6590; email: kimberly.devoe@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) The following service information was approved for IBR on July 12, 2012.

(A) Boeing Special Attention Service Bulletin 767-25-0428, Revision 3, dated October 21, 2010.

(ii) The following service information was approved for IBR on April 2, 2009 (74 FR 8717, February 26, 2009).

(A) Boeing Special Attention Service Bulletin 767-25-0428, Revision 1, dated May 8, 2008.

(B) Boeing Special Attention Service Bulletin 767-25-0428, dated August 23, 2007.

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

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

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

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

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