



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2012-08

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

LARGE AIRCRAFT

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

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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



2012-02-16 The Boeing Company: Amendment 39-16939; Docket No. FAA-2011-0303; Directorate Identifier 2010-NM-214-AD.

(a) Effective Date

This airworthiness directive (AD) is effective May 15, 2012.

(b) Affected ADs

This AD supersedes AD 2007-15-10, Amendment 39-15139 (72 FR 41438, July 30, 2007; as corrected by 72 FR 53923, September 21, 2007).

(c) Applicability

This AD applies to The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, certificated in any category, as identified in Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by loss of a No. 3 window in flight, which could result in consequent rapid loss of cabin pressure. We are issuing this AD to detect and correct cracking in the fail-safe interlayer of certain No. 2 and No. 3 glass windows, which could result in loss of the window and consequent rapid loss of cabin pressure. Loss of the window could also result in crew communication difficulties or incapacitation of the crew.

(f) Compliance

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

(g) Retained Requirements With New Service Information

This paragraph restates the requirements of paragraph (f) of AD 2007-15-10, Amendment 39-15139 (72 FR 41438, July 30, 2007; as corrected by 72 FR 53923, September 21, 2007), with new service information. Inspect the No. 2 and No. 3 windows on the left and right sides of the airplane to determine their part numbers, and do all the applicable related investigative and corrective actions, by accomplishing all of the actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 747-56A2012, dated August 24, 2006; or Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010; except as required by paragraph (j) of this AD; as applicable. Do

all of these actions at the compliance times specified in Tables 1, 2, and 3 of paragraph 1.E. of Boeing Alert Service Bulletin 747-56A2012, dated August 24, 2006; or Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010; as applicable; except as provided by paragraph (h) of this AD. A review of airplane maintenance records is acceptable in lieu of the inspection if the part numbers of the windows can be conclusively determined from that review. Repeat the related investigative and corrective actions thereafter at the interval specified in Table 2 or 3 of paragraph 1.E. of Boeing Alert Service Bulletin 747-56A2012, dated August 24, 2006; or Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010; except as required by paragraph (h) of this AD, as applicable. As of the effective date of this AD, only Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010, except as required by (j) of this AD, may be used. Replacing a window in accordance with paragraph (i) of this AD terminates the requirements of this paragraph for that window.

(h) Retained Exception to Compliance Times

This paragraph restates the exceptions to the compliance times specified in paragraph (g) of AD 2007-15-10, Amendment 39-15139 (72 FR 41438, July 30, 2007; as corrected by 72 FR 53923, September 21, 2007). Where Tables 1, 2, and 3 of paragraph 1.E. of Boeing Alert Service Bulletin 747-56A2012, dated August 24, 2006, specify counting the compliance time from " * * * after the date on this service bulletin," this AD requires counting the compliance time from September 4, 2007 (the effective date of AD 2007-15-10, Amendment 39-15139 (72 FR 41438, July 30, 2007; as corrected by 72 FR 53923, September 21, 2007)). After replacing a discrepant window with a new window having part number (P/N) 65B27042-(), 65B27043-(), 65B27046-(), or 65B27047-(), do the initial detailed inspection required in paragraph (g) of this AD of the new window at the applicable compliance time: (1) Within 5,500 flight hours after installing P/N 65B27042-() or 65B27043-(), or (2) Within 22,000 flight hours after installing P/N 65B27046-() or 65B27047-().

(i) New Requirements of This AD: Window Replacement

Within 6 years after the effective date of this AD, replace all No. 2 windows having P/N 65B27042-() or 65B27046-() with windows having P/N 141U4821-(), 141U4822-(), or 65B07639-(); and replace all No. 3 windows having P/N 65B27043-() or 65B27047-() with windows having P/N 141U4831-(), 141U4832-(), or 65B07640-(), in accordance with "Work Instructions, Part 3–Window Replacement," of the Accomplishment Instructions of Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010. Doing this replacement for all windows terminates the actions required by paragraphs (g) and (h) of this AD.

(j) New Requirements of This AD: Non-Clear Damage Definition and Action

Where Step 4.e., "Work Instructions, Part 2–Window Inspection," of the Accomplishment Instructions in Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010, specifies "non-clear damage" as a criterion for window replacement, this AD defines non-clear damage to be any degradation of the transparency of the window, which would hinder the internal or external detailed inspections for fail-safe interlayer cracks, glass pane cracks and chips, and indications of electrical arcing. Replacement for non-clear damage is required by this AD only if the non-clear damage hinders the inspection for fail-safe interlayer cracks, glass pane cracks and chips, or indications of electrical arcing.

(k) Parts Installation

As of the effective date of this AD, do not install any No. 2 or No. 3 window having P/N 65B27042-(), 65B27043-(), 65B27046-(), or 65B27047-() that is not new or on which the window

flight hours are not known, on any airplanes, unless the actions specified in paragraph (g) of this AD are done.

(l) Alternative Methods of Compliance (AMOCs)

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

(4) AMOCs previously approved in accordance with AD 2007-15-10, Amendment 39-15139 (72 FR 41438, July 30, 2007; as corrected by 72 FR 53923, September 21, 2007), are approved as AMOCs for the corresponding provisions of this AD except previous AMOCs approving window replacement that do not specify installing dual structural glass pane windows are not considered approved for corresponding inspection methods required by this AD.

(m) Related Information

For more information about this AD, contact Nathan P. Weigand, Aerospace Engineer, Airframe Branch, ANM-120S, Seattle Aircraft Certification Office (ACO), FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6428; fax: 425-917-6590; email: Nathan.P.Weigand@faa.gov.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) 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 May 15, 2012.

(i) Boeing Service Bulletin 747-56A2012, Revision 1, dated August 12, 2010.

(4) The following service information was approved for IBR on September 4, 2007 (72 FR 41438, July 30, 2007; as corrected by 72 FR 53923, September 21, 2007).

(i) Boeing Alert Service Bulletin 747-56A2012, dated August 24, 2006.

(5) 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>.

(6) 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.

(7) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this

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

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

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



2012-03-04 Airbus: Amendment 39-16945. Docket No. FAA-2011-1060; Directorate Identifier 2011-NM-015-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 15, 2012.

(b) Affected ADs

This AD supersedes AD 2008-01-05, Amendment 39-15330 (73 FR 2795, January 16, 2008).

(c) Applicability

This AD applies to Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category; all serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by analyses of the wire routing showing that the route of the fuel electrical circuit in the right-hand wing must be modified in order to ensure better segregation between fuel quantity indication wires and the 115-volt alternating current wires. We are issuing this AD to prevent short circuits leading to arcing, and possible fuel tank explosion.

(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 Modification With New Service Information

This paragraph restates the modification required by paragraph (a) of AD 2004-15-16, Amendment 39-13750 (69 FR 45578, July 30, 2004), with revised service information. For all airplanes except airplanes on which Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007, has been done (Airbus Modifications 12427 and 12435): Within 4,000 flight hours after September 3, 2004 (the effective date of AD 2004-15-16), modify the routing of wires in the right hand (RH) wing by installing cable sleeves, per the Accomplishment Instructions of Airbus Service Bulletin A310-28-2148, Revision 01, dated October 29, 2002; Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007; Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011. As of February 20, 2008 (the effective date of AD 2008-01-05, Amendment 39-15330 (73 FR 2795, January 16, 2008)), Airbus Service Bulletin A310-28-2148,

Revision 02, dated March 9, 2007; Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011; must be used. As of the effective date of this AD, Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011; must be used.

(h) Credit for Previous Actions

This paragraph provides credit for the modification of the routing of wires required by paragraph (g) of this AD, if the modification was performed before September 3, 2004 (the effective date of AD 2004-15-16, Amendment 39-13750 (69 FR 45578, July 30, 2004)), using Airbus Service Bulletin A310-28-2148, dated January 23, 2002.

(i) Retained Modification With New Service Information

This paragraph restates the modification required by paragraph (h) of AD 2008-01-05, Amendment 39-15330 (73 FR 2795, January 16, 2008), with revised service information. For airplanes on which the actions specified in Airbus Service Bulletin A310-28-2148, dated January 23, 2002; or Airbus Service Bulletin A310-28-2148, Revision 01, dated October 29, 2002; have been done before February 20, 2008 (the effective date of AD 2008-01-05), except for airplanes on which Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007, has been done (Airbus Modifications 12427 and 12435): Within 6,000 flight hours or 30 months after February 20, 2008, whichever occurs first, perform further modification by installing additional protection sleeves in the outer wing area near the cadensicon sensor and segregating wire route 2S in the RH pylon area, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007; Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011. As of the effective date of this AD, Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011; must be used.

(j) New Modification/Installation for Certain Airplanes

For airplanes on which the actions specified in Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007, have been accomplished, and do not have production modification 07633; and on which Airbus Service Bulletin A310-36-2015 has not been done: Within 6,000 flight hours or 30 months after the effective date of this AD, whichever occurs first, modify the wire routings, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011.

(k) New Modification/Installation for Certain Other Airplanes

For airplanes on which the actions specified in Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007, have been accomplished, and have production modification 07633; or on which Airbus Service Bulletin A310-36-2015 has been done: Within 1,000 flight hours after the effective date of this AD, install a modified bracket, in accordance with paragraph 3.B.(7), "Additional Work 2," of the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010; or Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011.

(l) No Additional Modification/Installation for Certain Airplanes

For airplanes on which the actions specified in Airbus Service Bulletin A310-28-2148, Revision 03, dated June 2, 2009, have been accomplished; and have modification 07633 done in production; or on which the actions specified in Airbus Service Bulletin A310-36-2015 have been done; no further action is required by this AD.

(m) Credit for Previous Actions

This paragraph provides credit for modifications required by paragraphs (g), (i), (j), and (k) of this AD, if the modifications were performed before the effective date of this AD using Airbus Mandatory Service Bulletin A310-28-2148, Revision 04, dated April 14, 2010.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD. AMOCs approved previously in accordance with AD 2008-01-05, Amendment 39-15330 (73 FR 2795, January 16, 2008), are approved as AMOCs for the corresponding provisions of this AD.

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

(o) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0005, dated January 17, 2011, and the following service information for related information.

- (1) Airbus Service Bulletin A310-28-2148, Revision 01, dated October 29, 2002.
- (2) Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007.
- (3) Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010.
- (4) Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011.

(p) Material Incorporated by Reference

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

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

- (3) The following service information was approved for IBR on May 15, 2012.
 - (i) Airbus Mandatory Service Bulletin A310-28-2148, Revision 05, dated August 3, 2010.
 - (ii) Airbus Mandatory Service Bulletin A310-28-2148, Revision 06, dated August 31, 2011.

(4) The following service information was approved for IBR on February 20, 2008 (73 FR 2795, January 16, 2008).

(i) Airbus Service Bulletin A310-28-2148, Revision 02, dated March 9, 2007.

(5) The following service information was approved for IBR on September 3, 2004 (69 FR 45578, July 30, 2004).

(i) Airbus Service Bulletin A310-28-2148, Revision 01, dated October 29, 2002.

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

(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 January 26, 2012.

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



CORRECTION: Federal Register Volume 77, Number 68 (Monday, April 9, 2012); Page 20987.

2012-04-14 Rolls-Royce plc: Amendment 39-16970; Docket No. FAA-2011-0959; Directorate Identifier 2011-NE-25-AD.

(a) Effective Date

This AD becomes effective April 11, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211-Trent 800 turbofan engines, all models, all serial numbers.

(d) Reason

(1) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Routine inspections have revealed cracking on the head sections of two Trent 800 front combustion liners.

This condition, if not detected and corrected, could lead to hot gas breakout with subsequent downstream component release potentially leading to uncontained high energy debris, possibly resulting in damage to the aeroplane or injury to persons on the ground.

(2) We are issuing this AD to prevent uncontained engine failure and damage to the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(f) Initial Inspection

(1) Within 1,000 flight cycles (FCs) after the effective date of this AD, inspect the front combustion liner head section for cracking. Use paragraph 3.A.(1), except for 3.A.(1)(a)(i), or paragraphs 3.A.(2)(b) through 3.A.(2)(d) of the On-Wing Accomplishment Instructions of RR Alert Service Bulletin (ASB) No. RB.211-72-AG456, Revision 1, dated November 4, 2011, to do your inspections.

(2) If you find cracking, remove the front combustion liner head section from service at the next shop visit. Until the next shop visit, take the corrective actions listed in Table 1 of this AD, as applicable.

Table 1–Inspection Findings and Follow-on Actions

Inspection findings	Action(s) and compliance time(s)
(i) Cumulative crack length up to 150 mm (up to 2 heatshields)	Reduce the inspection intervals to 250 FCs.
(ii) Cumulative crack length 150 mm to 300 mm (up to 4 heatshields)	Reduce the inspection intervals to 100 FCs.
(iii) Cumulative crack length 300 mm to 450 mm (up to 6 heatshields)	Remove the engine within 50 FCs.
(iv) Cumulative crack length 450 mm to 900 mm (up to 12 heatshields)	Remove the engine within 5 FCs.
(v) Cumulative crack length greater than 900 mm (more than 12 heatshields)	Remove the engine before next flight.

(g) Repetitive Inspections

(1) At intervals not to exceed 2,000 FCs, inspect the front combustion liner head section for cracking. Use paragraph 3.A.(1), except for 3.A.(1)(a)(i), or paragraphs 3.A.(2)(b) through 3.A.(2)(d) of the On-Wing Accomplishment Instructions of RR ASB No. RB.211-72-AG456, Revision 1, dated November 4, 2011, to do your inspections.

(2) If you find cracking, remove the front combustion liner head section at the next shop visit. Until the next shop visit, take the corrective actions as detailed in Table 1 of this AD, as applicable.

(3) For engines not found to have cracks in the front combustion liner head section in accordance with paragraphs (f)(1) or (g)(1) of this AD, at every shop visit after the effective date of this AD:

(i) Fluorescent-penetrant inspect the front combustion liner head section for cracking; or

(ii) Borescope-inspect the front combustion liner head section for cracking. Use paragraph 3.B.(1)(b) except paragraph 3.B.(1)(b)(i), or use paragraphs 3.B.(2)(b) through 3.B.(2)(d), of the In-shop Accomplishment Instructions of RR ASB No. RB.211-72-AG456, Revision 1, dated November 4, 2011.

(iii) If any cracks are found, reject the front combustion liner.

(4) Accomplishment of a shop visit inspection as required by paragraph (g)(3) of this AD may substitute for the accomplishment of an on-wing inspection as required by paragraph (f)(1) or (g)(1) of this AD.

(h) Definition of Shop Visit

For the purpose of this AD, the term shop visit means the induction of an engine into the shop for maintenance where the front combustion liner is exposed, or when the 04 module has been removed from the engine, or when the engine has been removed from service as a result of paragraph (f)(2) or (g)(2) of this AD.

(i) Credit for Previous Action

An initial or repetitive inspection performed before the effective date of this AD using RR ASB No. RB.211-72-AG456, dated September 9, 2010, satisfies the initial inspection requirement in paragraph (f) or repetitive inspection requirement in paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

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

(2) Refer to European Aviation Safety Agency AD 2011-0080, dated May 6, 2011, for related information.

(l) Material Incorporated by Reference

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

(i) Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG456, Revision 1, dated November 4, 2011.

(ii) Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG456, dated September 9, 2010.

(2) For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011 44 1332 242424; fax: 011 44 1332 249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; or Web: <https://www.aeromanager.com>.

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

(4) You may also review copies of the service information 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 Burlington, Massachusetts, on February 22, 2012.

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



2012-06-09 Lockheed Martin Corporation/Lockheed Martin Aeronautics Company:
Amendment 39-16990. Docket No. FAA-2007-0109; Directorate Identifier 2007-NM-235-AD.

(a) Effective Date

This AD is effective May 15, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model 382, 382B, 382E, 382F, and 382G airplanes, certificated in any category.

(d) Unsafe Condition

This AD results from a report of incidents involving fatigue cracking and corrosion in transport category airplanes that are approaching or have exceeded their design service objective. We are issuing this AD to maintain the continued structural integrity of the fleet.

(e) Subject

Air Transport Association (ATA) of America Code 51: Standard Practices/Structures.

(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) Revision of the Maintenance Inspection Program

Within 12 months after the effective date of this AD, incorporate a revision into the maintenance inspection program that provides no less than the required damage tolerance assessment/analysis (DTA) for each structural significant item (SSI) listed in Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007. (The required inspection interval for each principal structural element (PSE) is listed in Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007.) The revision to the maintenance inspection program must include and must be implemented in accordance with the procedures in Section 5.0 (Damage Tolerance Analysis Methodology), Section 6.0 (Structural Inspection Requirements), and Section 7.0 (Discrepancy Reporting) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP),

Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007. One report may be used to report findings for both the service difficulty report and this AD, provided the report refers to this AD and the PSE number for the inspection being accomplished when the discrepancy was found.

Note 1 to paragraphs (g) through (p) of this AD: Compliance with the requirements of this AD establishes compliance with section 121.1109(c)(1) of the Federal Aviation Regulations (14 CFR 121.1109(c)(1)).

(h) Paperwork Reduction Act Burden Statement

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

(i) Initial and Repetitive Inspections

At the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD, except as provided by paragraphs (j) through (n) of this AD: Do the applicable initial inspections to detect cracks of all SSIs, in accordance with Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007. Repeat the applicable inspections thereafter at intervals not to exceed the "Recurring" intervals specified in Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, except as provided by paragraphs (l) through (n) of this AD.

(1) Before the applicable "Initial" threshold specified in Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007.

(2) Within 36 months after the effective date of this AD, or within one "Recurring" interval measured from 12 months after the effective date of the AD, whichever comes first.

(j) Exception to Service Information Compliance Time (Threshold Since New)

Where Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, specifies the "Initial" threshold in years (since new), this AD requires compliance within the specified year since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

(k) Exception to Service Information Compliance Time (Special Condition)

Where Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, specifies the "Initial" threshold as "Special Condition," this AD requires compliance within 24 months after the effective date of this AD.

(l) Exception to Service Information Compliance Time (Fuselage Station (FS) 1041 Fitting Replacement)

Where Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, specifies the "Initial" threshold and "Recurring" interval as "FS 1041 Fitting Replacement," this AD requires compliance within 24 months after the effective date of this AD and thereafter at intervals not to exceed those specified in Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, concurrently with any FS 1041 fitting replacement.

(m) Exception to Service Information Compliance Time (Engine Change)

Where Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, specifies the "Initial" threshold and "Recurring" interval as "Engine Change," this AD requires compliance before further flight after the next engine change, and thereafter before further flight whenever the engines are changed.

(n) Exception to Service Information Compliance Time (Aft Lord Mount Change)

Where Section 6.0 (Structural Inspection Requirements) of Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, specifies the "Initial" threshold and "Recurring" interval as "Aft Lord Mount Change," this AD requires compliance before further flight after the next aft lord mount change (FS 1041 fitting change), and thereafter at intervals not to exceed those specified in Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007, concurrently with any FS 1041 fitting replacement.

(o) Repair

If any cracked structure is found during the inspections required by paragraph (i) of this AD, before further flight, repair the cracked structure using a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA. For a repair method to be approved by the Manager, Atlanta ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

Note 2 to paragraph (o) of this AD: Applicable existing FAA-approved repair procedures do not require further approval provided they have DTA-established inspection procedures and intervals previously approved by the FAA.

Note 3 to paragraph (o) of this AD: Operators may contact the Manager, Atlanta ACO, for information regarding the use of published service data approved by the FAA associated with the repairs specified in paragraph (o) of this AD.

(p) Inspection Program for Transferred Airplanes

Before any airplane that is subject to this AD and that has exceeded the applicable compliance times specified in paragraph (i) of this AD can be added to an air carrier's operations specifications, a program for the accomplishment of the inspections required by this AD must be established in accordance with paragraph (p)(1) or (p)(2) of this AD, as applicable.

(1) For airplanes that have been inspected in accordance with this AD: The inspection of each PSE must be done by the new operator in accordance with the previous operator's schedule and inspection method, or the new operator's schedule and inspection method, at whichever time would result in the earlier accomplishment for that PSE inspection. The compliance time for accomplishment of this inspection must be measured from the last inspection accomplished by the previous operator. After each inspection has been done once, each subsequent inspection must be performed in accordance with the new operator's schedule and inspection method.

(2) For airplanes that have not been inspected in accordance with this AD: The inspection of each PSE required by this AD must be done either before adding the airplane to the air carrier's operations specification, or in accordance with a schedule and an inspection method approved by the Manager, Atlanta ACO. After each inspection has been done once, each subsequent inspection must be done in accordance with the new operator's schedule.

(q) Alternative Methods of Compliance (AMOCs)

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

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

(r) Related Information

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

(s) 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) Lockheed Martin Model 382, 382B, 382E, 382F, and 382G Series Aircraft Service Manual Publication (SMP), Supplemental Structural Inspection Document (SSID), SMP 515-C-SSID, Change 1, dated September 10, 2007.

(2) For service information identified in this AD, contact Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, Airworthiness Office, Dept. 6A0M, Zone 0252, Column P-58, 86 S. Cobb Drive, Marietta, Georgia 30063; telephone 770-494-5444; fax 770-

494-5445; email ams.portal@lmco.com; Internet <http://www.lockheedmartin.com/ams/tools/TechPubs.html>.

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

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

Issued in Renton, Washington, on March 12, 2012.

John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-06-19 Airbus: Amendment 39-17000. Docket No. FAA-2012-0296; Directorate Identifier 2010-NM-106-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 30, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category, all serial numbers, if fitted with the nose landing gear (NLG) identified in table 1 of this AD.

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

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

Table 1–Applicable NLG and Serial Numbers

Part Number	Serial Number
D23285200	B2
D23285101-7	B58
D23285101-10	B75
D23581100-1	B124
D23581100-1	B159
D23581100-7	B386
D23581100-7	B398
D23581100-7	B400
D23581100-7	B403

(d) Subject

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

(e) Reason

This AD was prompted by reports of a cracked main fitting and sliding tube during overhaul of NLGs. We are issuing this AD to detect and correct cracks, defects, or damage of the main fitting and

sliding tube of the NLG, which could result in failure of the main fitting or sliding tube, and consequent NLG collapse.

(f) Compliance

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

(g) Detailed Inspection and Corrective Actions

Within 900 flight hours after the effective date of this AD: Do a detailed inspection of the NLG main fitting and sliding tube for any cracks, defects, and damage of the paint or surface protection, including paint removal and cracking of the surface treatment. Before further flight after doing the detailed inspection of the NLG, remove the labels, paint, surface protection coatings, and cadmium from the NLG main fitting; do a detailed inspection for any damage to the surface that will impair the magnetic particle inspection (MPI); and, if any defects are found, before further flight remove any defects by polishing. Do all actions specified in paragraph (g) of this AD in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(h) Magnetic Particle Inspection

Before further flight after doing the actions required in paragraph (g) of this AD: Do an MPI for cracking of the NLG main fitting and sliding tube, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(1) If no crack is detected during the MPI required by paragraph (h) of this AD: Before further flight, flappeen the inspected area where the paint and cadmium has been removed, and replace the protective coatings, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(2) If any crack is detected during the MPI required by paragraph (h) of this AD: Before further flight, replace the damaged part with a new or serviceable part, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(i) Repetitive Inspections

Within 900 flight hours after accomplishing the actions in paragraphs (g) and (h) of this AD: Do a detailed inspection of the surface treatment of the NLG main fitting and sliding tube for any cracks, defects, and damage of the paint or surface protection, including paint removal and cracking, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(1) If no crack, defect, or damage is detected during the detailed inspection required by paragraph (i) of this AD: Repeat the inspection thereafter at intervals not to exceed 900 flight hours.

(2) If any crack, defect, or damage is detected during the detailed inspection required by paragraph (i) of this AD: Before further flight, inspect for damage to the label surface and around the labels for signs of sealant damage and moisture ingress behind labels; do a detailed inspection for any

damage to the surface that will impair the MPI; and, if any defects are found, remove any defects by polishing, and do an MPI for cracking of the NLG main fitting and sliding tube. Do all actions specified in paragraph (i)(2) of this AD in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(i) If no crack is detected during the MPI required by paragraph (i)(2) of this AD: Before further flight, flappeen the inspected area where the paint and cadmium has been removed, and replace the protective coatings, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes).

(ii) If any crack is detected during the MPI required by paragraph (i)(2) of this AD: Before further flight, replace the damaged part with a new or serviceable part, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009 (for Model A330 airplanes); or Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009 (for Model A340 airplanes). Repeat the inspection required by paragraph (i) of this AD thereafter at intervals not to exceed 900 flight hours.

(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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0034, dated March 5, 2010, corrected March 8, 2010, and the following service information, for related information.

- (1) Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009.
- (2) Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009.

(l) Material Incorporated by Reference

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

- (i) Airbus Mandatory Service Bulletin A330-32-3233, dated October 22, 2009.
- (ii) Airbus Mandatory Service Bulletin A340-32-4275, dated October 22, 2009.

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

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

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

Issued in Renton, Washington, on March 15, 2012.

John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-06-20 Fokker Services B.V.: Amendment 39-17001. Docket No. FAA-2011-1226; Directorate Identifier 2011-NM-006-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, serial numbers 11244 through 11585 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report that the fuel crossfeed valves cannot be controlled when only emergency electrical power is available, that an unwanted configuration of the indication logic for the fuel fire shutoff valve was introduced during production, and that current fuel crossfeed indications are based on selection by the flightcrew instead of actual position of the crossfeed valve actuators. We are issuing this AD to prevent failure of an in-flight engine re-light following a double engine flame-out event, which could result in loss of the airplane.

(f) Compliance

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

(g) Modifications

Within 24 months after the effective date of this AD, modify the crossfeed valve control and power supply, the crossfeed indication logic and power supply, and the indication logic for the fuel fire shutoff valve, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-047, Revision 3, dated May 2, 2011, including the attachments specified in paragraphs (g)(1) through (g)(39) of this AD (*the issue date is not specified on the drawing).

(1) Fokker Manual Change Notification–Operational Documentation MCNO-F100-060, dated June 10, 2011.

(2) Fokker Manual Change Notification–Operational Document MCNO-F100-049, Revision 1, dated May 30, 2011.

- (3) Fokker Drawing D42770, Sheet 6, Issue U*.
- (4) Fokker Drawing D42780, Sheet 6, Issue T*.
- (5) Fokker Drawing W41074, Sheet 100, Issue GB*.
- (6) Fokker Drawing W41074, Sheet 101, Issue FW*.
- (7) Fokker Drawing W41194, Sheet 010, Issue J*.
- (8) Fokker Drawing W41194, Sheet 011, Issue U*.
- (9) Fokker Drawing W41194, Sheet 012, Issue J*.
- (10) Fokker Drawing W41194, Sheet 013, Issue U*.
- (11) Fokker Drawing W41194, Sheet 014, Issue S*.
- (12) Fokker Drawing W41194, Sheet 015, Issue U*.
- (13) Fokker Drawing W41194, Sheet 017, Issue Q*.
- (14) Fokker Drawing W41194, Sheet 019, Issue S*.
- (15) Fokker Drawing W41194, Sheet 020, Issue S*.
- (16) Fokker Drawing W41319, Sheet 063, Issue DY*.
- (17) Fokker Drawing W41319, Sheet 064, Issue DY*.
- (18) Fokker Drawing W41319, Sheet 065, Issue DY*.
- (19) Fokker Drawing W41319, Sheet 066, Issue DY*.
- (20) Fokker Drawing W41319, Sheet 067, Issue DW*.
- (21) Fokker Drawing W41319, Sheet 068, Issue DW*.
- (22) Fokker Drawing W41319, Sheet 069, Issue DY*.
- (23) Fokker Drawing W41319, Sheet 070, Issue DW*.
- (24) Fokker Drawing W41319, Sheet 071, Issue DY*.
- (25) Fokker Drawing W41319, Sheet 072, Issue DW*.
- (26) Fokker Drawing W41319, Sheet 073, Issue DW*.
- (27) Fokker Drawing W41319, Sheet 074, Issue DY*.
- (28) Fokker Drawing W46211, Sheet 71, Issue DL, dated April 21, 2009.
- (29) Fokker Drawing W46211, Sheet 74, Issue DN, dated July 16, 2010.
- (30) Fokker Drawing W46254, Sheet 30, Issue BL, dated March 30, 2009.
- (31) Fokker Drawing W46254, Sheet 31, Issue BL, dated March 30, 2009.
- (32) Fokker Drawing W46254, Sheet 32, Issue BL, dated March 30, 2009.
- (33) Fokker Drawing W46254, Sheet 33, Issue BL, dated March 30, 2009.
- (34) Fokker Drawing W46254, Sheet 34, Issue BL, dated March 30, 2009.
- (35) Fokker Drawing W46254, Sheet 35, Issue BL, dated March 30, 2009.
- (36) Fokker Drawing W46254, Sheet 36, Issue BL, dated March 30, 2009.
- (37) Fokker Drawing W46254, Sheet 37, Issue BP, dated March 30, 2009.
- (38) Fokker Drawing W59221, Sheet 161, Issue FC, July 9, 2010.
- (39) Fokker Drawing W59221, Sheet 162, Issue FC, July 9, 2010.

(h) Concurrent Modifications

Before or concurrent with the modification specified in paragraph (g) of this AD, do the applicable actions specified in paragraphs (h)(1) and (h)(2) of this AD:

(1) For all airplanes: Modify the overhead panel (introduce provisions for a modified crossfeed indication) in accordance with the Accomplishment Instructions of Fokker Proforma Service Bulletin SBF100-28-043, Revision 1, dated March 31, 2009, including Appendix II, Revision 2, dated July 22, 2010, including the drawings specified in paragraphs (h)(i) through (h)(iv) of this AD, which are attached to Appendix II, Revision 2, dated July 22, 2010 (*the issue date is not specified on the drawing).

- (i) Fokker Drawing W41194, Sheet 009, Issue F*.
- (ii) Fokker Drawing W41194, Sheet 016, Issue N*.
- (iii) Fokker Drawing W41194, Sheet 018, Issue S*.
- (iv) Fokker Drawing W59221, Sheet 159, Issue ED, dated October 2, 2009.

(2) For airplanes with serial numbers 11442 through 11585, equipped with the automatic fuel transfer system: Modify the transfer logic of the center wing fuel tank, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-28-052, dated June 15, 2009, including the attachments specified in paragraphs (h)(2)(i) through (h)(2)(vii) of this AD.

(i) Fokker Manual Change Notification–Operational Documentation MCNO-F100-052, dated June 15, 2009.

(ii) Fokker Manual Change Notification–Maintenance Documentation MCNM-F100-126, dated June 15, 2009.

(iii) Fokker Drawing D42126, Sheet 38, Issue AR, dated October 6, 1993.

(iv) Fokker Drawing D42213, Sheet 2, Issue H, dated May 23, 1990.

(v) Fokker Drawing D42220, Sheet 60, Issue V, dated September 1, 1991.

(vi) Fokker Drawing D42220, Sheet 71, Issue AQ, dated June 7, 1993.

(vii) Fokker Drawing D42250, Sheet 23, Issue U, dated April 1993.

(i) Credit for Previous Actions

This paragraph provides credit for modifications required by paragraphs (g) and (h) of this AD, if the modifications were performed before the effective date of this AD, using the applicable service bulletins specified in paragraphs (i)(1), (i)(2), (i)(3), and (i)(4) of this AD.

(1) Fokker Service Bulletin SBF100-28-043, including Appendix II, dated March 31, 2009.

(2) Fokker Service Bulletin SBF100-28-047, Revision 2, dated August 4, 2010.

(3) Fokker Service Bulletin SBF100-28-047, Revision 1, dated July 22, 2010.

(4) Fokker Service Bulletin SBF100-28-047, dated May 10, 2010.

(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, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0158R1, dated November 8, 2010, and the service bulletins specified in paragraphs (g) and (h) of this AD, for related information.

(I) Material Incorporated by Reference

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

(i) Fokker Proforma Service Bulletin SBF100-28-043, Revision 1, dated March 31, 2009, including Appendix II, Revision 2, dated July 22, 2010, and including the following drawings which are attached to Appendix II, Revision 2, dated July 22, 2010 (*the issue date is not specified on the drawing):

- (A) Fokker Drawing W41194, Sheet 009, Issue F*.
- (B) Fokker Drawing W41194, Sheet 016, Issue N*.
- (C) Fokker Drawing W41194, Sheet 018, Issue S*.
- (D) Fokker Drawing W59221, Sheet 159, Issue ED, dated October 2, 2009.

(ii) Fokker Service Bulletin SBF100-28-047, Revision 3, dated May 2, 2011, including the following attachments (*the issue date is not specified on the drawing):

(A) Fokker Manual Change Notification–Operational Documentation MCNO-F100-060, dated June 10, 2011.

(B) Fokker Manual Change Notification–Operational Document MCNO-F100-049, Revision 1, dated May 30, 2011.

- (C) Fokker Drawing D42770, Sheet 6, Issue U*.
- (D) Fokker Drawing D42780, Sheet 6, Issue T*.
- (E) Fokker Drawing W41074, Sheet 100, Issue GB*.
- (F) Fokker Drawing W41074, Sheet 101, Issue FW*.
- (G) Fokker Drawing W41194, Sheet 010, Issue J*.
- (H) Fokker Drawing W41194, Sheet 011, Issue U*.
- (I) Fokker Drawing W41194, Sheet 012, Issue J*.
- (J) Fokker Drawing W41194, Sheet 013, Issue U*.
- (K) Fokker Drawing W41194, Sheet 014, Issue S*.
- (L) Fokker Drawing W41194, Sheet 015, Issue U*.
- (M) Fokker Drawing W41194, Sheet 017, Issue Q*.
- (N) Fokker Drawing W41194, Sheet 019, Issue S*.
- (O) Fokker Drawing W41194, Sheet 020, Issue S*.
- (P) Fokker Drawing W41319, Sheet 063, Issue DY*.
- (Q) Fokker Drawing W41319, Sheet 064, Issue DY*.
- (R) Fokker Drawing W41319, Sheet 065, Issue DY*.
- (S) Fokker Drawing W41319, Sheet 066, Issue DY*.
- (T) Fokker Drawing W41319, Sheet 067, Issue DW*.
- (U) Fokker Drawing W41319, Sheet 068, Issue DW*.
- (V) Fokker Drawing W41319, Sheet 069, Issue DY*.
- (W) Fokker Drawing W41319, Sheet 070, Issue DW*.
- (X) Fokker Drawing W41319, Sheet 071, Issue DY*.
- (Y) Fokker Drawing W41319, Sheet 072, Issue DW*.
- (Z) Fokker Drawing W41319, Sheet 073, Issue DW*.
- (AA) Fokker Drawing W41319, Sheet 074, Issue DY*.
- (BB) Fokker Drawing W46211, Sheet 71, Issue DL, dated April 21, 2009.
- (CC) Fokker Drawing W46211, Sheet 74, Issue DN, dated July 16, 2010.
- (DD) Fokker Drawing W46254, Sheet 30, Issue BL, dated March 30, 2009.
- (EE) Fokker Drawing W46254, Sheet 31, Issue BL, dated March 30, 2009.
- (FF) Fokker Drawing W46254, Sheet 32, Issue BL, dated March 30, 2009.
- (GG) Fokker Drawing W46254, Sheet 33, Issue BL, dated March 30, 2009.
- (HH) Fokker Drawing W46254, Sheet 34, Issue BL, dated March 30, 2009.
- (II) Fokker Drawing W46254, Sheet 35, Issue BL, dated March 30, 2009.

(JJ) Fokker Drawing W46254, Sheet 36, Issue BL, dated March 30, 2009.

(KK) Fokker Drawing W46254, Sheet 37, Issue BP, dated March 30, 2009.

(LL) Fokker Drawing W59221, Sheet 161, Issue FC, July 9, 2010.

(MM) Fokker Drawing W59221, Sheet 162, Issue FC, July 9, 2010.

(iii) Fokker Service Bulletin SBF100-28-052, dated June 15, 2009, including the following attachments:

(A) Fokker Manual Change Notification–Operational Documentation MCNO-F100-052, dated June 15, 2009.

(B) Fokker Manual Change Notification–Maintenance Documentation MCNM-F100-126, dated June 15, 2009.

(C) Fokker Drawing D42126, Sheet 38, Issue AR, dated October 6, 1993.

(D) Fokker Drawing D42213, Sheet 2, Issue H, dated May 23, 1990.

(E) Fokker Drawing D42220, Sheet 60, Issue V, dated September 1, 1991.

(F) Fokker Drawing D42220, Sheet 71, Issue AQ, dated June 7, 1993.

(G) Fokker Drawing D42250, Sheet 23, Issue U, dated April 1993.

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

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

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

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

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



2012-07-04 Cessna Aircraft Company: Amendment 39-17010; Docket No. FAA-2011-0913; Directorate Identifier 2011-NM-031-AD.

(a) Effective Date

This AD is effective May 15, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Cessna Aircraft Company Model 680 airplanes; certificated in any category; serial numbers -0001 through -0289 inclusive, and -0291 through -0296 inclusive.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 24: Electrical power.

(e) Unsafe Condition

This AD was prompted by a false cross-feed command to the right-hand fuel control card, due to the cross-feed inputs on the left- and right-hand fuel control cards being connected together and causing an imbalance of fuel between the left and right wing tanks. We are issuing this AD to prevent lateral imbalance of the airplane, resulting from uncontrolled fuel cross-feed, which can be corrected by deflecting the aileron trim; deflecting the aileron trim increases the pilot's workload and could exceed the airplane's limitation in a short period of time, resulting in reduced controllability of the airplane.

(f) Compliance

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

(g) Installation

Within 400 flight hours or 12 months after the effective date of this AD, whichever occurs first: Install a kit, part number (P/N) SB680-24-11, to the left and right motive flow relays, in accordance with the Accomplishment Instructions of Cessna Service Bulletin SB680-24-11, Revision 1, dated November 15, 2011. The kit (P/N SB680-24-11) contains 2 sleeves, 4 splices, 2 diodes (P/N 1N4006), and instructions.

(h) Revise Airplane Flight Manual (AFM)

Before further flight after accomplishing the actions required by paragraph (g) of this AD, do the applicable actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) For airplanes using Cessna 680 Citation Sovereign AFM, Revision 9, dated May 24, 2010: Revise the Cessna 680 Citation Sovereign AFM to include the information in Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, and remove the temporary changes (TCs) identified in paragraphs (h)(1)(i) through (h)(1)(iv) of this AD. Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, introduces procedures to use when the left or right generator is selected OFF. Operate the airplane according to the procedures in Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010.

(i) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-09, dated October 15, 2010.

(ii) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-10, dated October 15, 2010.

(iii) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-11, dated October 15, 2010.

(iv) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-12, dated October 15, 2010.

Note 1 to paragraph (h)(1) of this AD: Updating Cessna 680 Citation Sovereign AFM, Revision 9, dated May 24, 2010, may be done by inserting a copy of Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, into the AFM. Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, should be removed and discarded when Revision 10, dated June 30, 2011, has been collated into the basic airplane flight manual.

(2) For airplanes using the Cessna 680 Citation Sovereign AFM, Revision 10, dated June 30, 2011: Revise the Cessna 680 Citation Sovereign AFM, Revision 10, dated June 30, 2011, by removing the TCs identified in paragraphs (h)(2)(i) through (h)(2)(iii) of this AD.

(i) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R10-01, dated June 30, 2011.

(ii) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R10-02, dated June 30, 2011.

(iii) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R10-03, dated June 30, 2011.

(i) Credit for Previous Actions

This paragraph provides credit for the installation required by paragraph (g) of this AD, if the installation was performed before the effective date of this AD using Cessna Service Bulletin SB680-24-11, dated December 16, 2010.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), ACE-115W, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

(k) Related Information

For more information about this AD, contact Nhien Hoang, Aerospace Engineer, Electrical Systems and Avionics Branch, ACE-119W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: (316) 946-4190; fax: (316) 946-4107; email: nhien.hoang@faa.gov.

(l) Material Incorporated by Reference

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

(i) Cessna Service Bulletin SB680-24-11, Revision 1, dated November 15, 2011.

(ii) Cessna Temporary FAA Approved Airplane Flight Manual Change 68FM TC-R09-13, dated October 15, 2010, to the Cessna 680 Citation Sovereign Airplane Flight Manual, Revision 9, dated May 24, 2010.

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

(3) You may review copies of the service information at the FAA, 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 of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

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

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



2012-07-05 Fokker Services B.V.: Amendment 39-17011. Docket No. FAA-2012-0333; Directorate Identifier 2011-NM-085-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F.27 Mark 050 airplanes; certificated in any category; serial numbers 20103 through 20252 inclusive, 20254 through 20267 inclusive, 20270 through 20279 inclusive, 20281, 20283 through 20286 inclusive, 20288 through 20317 inclusive, 20328, 20331, 20333, and 20335; except those that have already been modified in accordance with Fokker Service Bulletin SBF50-53-062.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking in the fuselage lap joint. We are issuing this AD to detect and correct exponential crack growth, which could lead to failure of the lap joint over a certain length and consequent in-flight 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) Inspection

Within the applicable times specified in paragraphs (g)(1), (g)(2), or (g)(3) of this AD: Do a low frequency eddy current (LFEC) inspection for cracks of the lap joint of the rear fuselage, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-53-061, dated January 13, 2011.

(1) For airplanes that have accumulated 47,000 total flight cycles or more as of the effective date of this AD: Within 3 months after the effective date of this AD.

(2) For airplanes that have accumulated more than 46,000 total flight cycles but less than 47,000 total flight cycles as of the effective date of this AD: Within 6 months after the effective date of this AD.

(3) For airplanes that have accumulated more than 45,000 total flight cycles but less than or equal to 46,000 total flight cycles as of the effective date of this AD: Within 12 months after the effective date of this AD.

(h) Corrective Action

If any crack is found during the LFEC inspection required by paragraph (g) of this AD, before further flight, repair the lap joint in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-53-062, dated January 13, 2011.

(i) Reporting Requirement

Submit a report of the findings (both positive and negative) of the inspection required by paragraph (g) of this AD to Fokker Services B.V., Technical Services, in accordance with the instructions of Figure 6 of Fokker Service Bulletin SBF50-53-061, dated January 13, 2011, at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD.

(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.

(j) Optional Terminating Action

Repairing the lap joint in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-53-062, dated January 13, 2011, terminates the action required by paragraph (g) of this AD provided that the action is accomplished within the applicable compliance time specified in paragraph (g) of this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(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.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2011-0064, dated April 7, 2011; Fokker Service Bulletin SBF50-53-061, dated January 13, 2011; and Fokker Service Bulletin SBF50-53-062, dated January 13, 2011; for related information.

(m) Material Incorporated by Reference

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

(i) Fokker Service Bulletin SBF50-53-061, dated January 13, 2011.

(ii) Fokker Service Bulletin SBF50-53-062, dated January 13, 2011.

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

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

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

Issued in Renton, Washington, on March 28, 2012.

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



2012-07-06 The Boeing Company: Amendment 39-17012; Docket No. FAA-2011-0025; Directorate Identifier 2010-NM-208-AD.

(a) Effective Date

This AD is effective May 15, 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, with an original airworthiness certificate or original export certificate of airworthiness issued before September 1, 2010.

(1) Airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or after September 1, 2010, must already be in compliance with the airworthiness limitations (AWLs) specified in this AD because those limitations were applicable as part of the airworthiness certification of those airplanes.

(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 (j) 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.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Codes 27, Flight Controls; 28, Fuel; 32, Landing Gear; 52, Doors; 53, Fuselage; 54, Nacelles/Pylons; 55, Stabilizers; and 57, Wings.

(e) Unsafe Condition

This AD was prompted by a new revision to the airworthiness limitations of the maintenance planning document. We are issuing this AD to ensure that fatigue cracking of various principal structural elements (PSEs) is detected and corrected; such fatigue cracking could adversely affect the structural integrity of these airplanes.

(f) Compliance

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

(g) Revision of Maintenance Program

(1) Within 12 months after the effective date of this AD, revise the maintenance program by incorporating the information in Subsection B, Airworthiness Limitations–Structural Inspections, of Section 9, "Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs)," D622W001-9, Revision July 2011, of the Boeing 777 Maintenance Planning Data (MPD) Document, except as provided by paragraph (h) of this AD.

(2) The initial compliance time for the inspections is within the applicable times specified in Subsection B, Airworthiness Limitations–Structural Inspections, of Section 9, of "Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs)," D622W001-9, Revision July 2011, of the Boeing 777 Maintenance Planning Data (MPD) Document, or within 18 months after the effective date of this AD, whichever occurs later, or within the applicable time specified in Subsection B, Airworthiness Limitations–Structural Inspections, of Section 9, "Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs)," D622W001-9, Revision July 2011, of the Boeing 777 Maintenance Planning Data (MPD) Document, from the time of installation for new parts.

(3) Reports specified in Section 9, "Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs)," D622W001-9, Revision July 2011, of the Boeing 777 Maintenance Planning Data (MPD) Document may be submitted within 10 days after the airplane is returned to service, instead of 10 days after each individual finding as specified in this document.

(h) Alternative Inspections and Inspection Intervals

After accomplishing the actions required by paragraph (g) of this AD, no alternative inspections or inspection intervals may be used unless the alternative inspection or interval is approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) of this AD.

(i) Paperwork Reduction Act Burden Statement

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

(j) 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 in the areas affected 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.

(k) Related Information

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

(l) Material Incorporated by Reference

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

(i) Section 9, "Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs)," D622W001-9, Revision July 2011, of the Boeing 777 Maintenance Planning Data (MPD) Document.

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

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

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

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

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



2012-07-07 The Boeing Company: Amendment 39-17013; Docket No. FAA-2011-0915; Directorate Identifier 2011-NM-020-AD.

(a) Effective Date

This AD is effective May 15, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes; certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of fractured latch pins found in service; investigation revealed that the cracking and subsequent fracture were initiated by fatigue and propagated by a combination of fatigue and stress corrosion. We are issuing this AD to detect and correct fractured or broken latch pins, which could result in a forward or aft lower lobe cargo door opening and detaching during flight, and consequent rapid decompression of the airplane.

(f) Compliance

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

(g) Inspections

Before the accumulation of 6,000 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later: Do a general visual inspection for broken or missing latch pins of the lower sills of the forward and aft lower lobe cargo doors, and a detailed inspection for cracking of the latch pins, in accordance with paragraph 3.B., "Work Instructions," of Boeing Alert Service Bulletin 747-53A2835, dated October 28, 2010; or Boeing Alert Service Bulletin 747-53A2835, Revision 1, dated December 8, 2011. Repeat the inspections thereafter at the applicable intervals specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2835, dated October 28, 2010; or Boeing Alert Service Bulletin 747-53A2835, Revision 1, dated December 8, 2011. Before further flight, do all applicable corrective actions, in accordance with

paragraph 3.B., "Work Instructions," of Boeing Alert Service Bulletin 747-53A2835, dated October 28, 2010; or Boeing Alert Service Bulletin 747-53A2835, Revision 1, dated December 8, 2011.

(h) Special Flight Permits

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 (if the operator elects to do so), provided the cabin is not pressurized.

(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 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.

(j) Related Information

For more information about this AD, contact Nathan Weigand, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6428; fax: (425) 917-6590; email: nathan.p.weigand@faa.gov.

(k) Material Incorporated by Reference

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

(1) Boeing Alert Service Bulletin 747-53A2835, dated October 28, 2010.

(2) Boeing Alert Service Bulletin 747-53A2835, Revision 1, dated December 8, 2011.

(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 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.

(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 March 28, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.