

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2013-19**

9/9/2013 - 9/22/2013



Federal Aviation Administration
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2013-01			
2012-25-09		Rolls-Royce plc	RB211-524G2-19; RB211-524G2-T-19; RB211-524G3-19; RB211-524G3-T-19; RB211-524H2-19; RB211-524H2-T-19; RB211-524H-36; RB211-524H-T-36; RB211-535E4-37; RB211-535E4-B-37; RB211-535E4-B-75; and RB211-535E4-C-37 turbofan engines
2012-26-01	S 2005-13-27	Saab AB, Saab Aerosystems	SAAB 2000
2012-26-02		Boeing	737-300, -400, and -500 series
2012-26-03		Airbus	A330-202, -203, -223, -243, -302, -323, -342, -343, and A340-313
2012-26-05		Airbus	A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2012-26-08		Pratt & Whitney Canada Corp	PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines
2012-26-14		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
2012-26-15		Honeywell International Inc	See AD
2012-26-51		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
2012-27-01		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 turbofan engines
Biweekly 2013-02			
2012-25-13		The Boeing Company	747-100, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400F, and 747SR series
2012-26-04	S 2008-05-10	The Boeing Company	757-200, -200PF, and -200CB series
2013-01-02	S 2009-22-08	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP; and Model 757-200, -200PF, and -300 series
2013-01-03		The Boeing Company	737-300, -400, and -500; and Model 757-200 series
2013-02-03		Rolls-Royce plc	RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2013-02-51		The Boeing Company	787-8
Biweekly 2013-03			
2013-02-02		CFM International, S.A.	CFM56-3, CFM56-3B, and CFM56-3C turbofan engines
2013-02-04		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 engines
2013-02-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-02-06		Engine Alliance	GP7270 and GP7277 turbofan engines
2013-02-07		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-02-08		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-02-09		BAE SYSTEMS (OPERATIONS) LIMITED	BAe 146-100A, -200A, -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2013-02-10		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-02-11		Airbus	A310-203
2013-02-12		EADS CASA	CN-235, CN-235-100, CN-235-200, and CN-235-300

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2013-04			
2013-02-51		The Boeing Company	787-8
2013-03-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2013-03-07		Hawker Beechcraft Corporation	400A
2013-03-08		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R Variants), and CL-600-2B16 (CL-604 Variants)
2013-03-11		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
2013-03-12		Dassault Aviation	Mystere-Falcon 50
2013-03-13		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-03-17		Rolls-Royce Deutschland Ltd & Co KG	RRD BR700-710A1-10, BR700-710A2-20, and BR700-710C4-11 engines
2013-03-19	S 2001-17-20	The Boeing Company	707-100 long body, -200, -100B long body, -100B short body series, 707-300, -300B, -300C, -400 series, 720 and 720B series
2013-03-20		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2013-03-23		Gulfstream Aerospace LP	G150
2013-04-01	S 2011-13-01	Rolls-Royce plc	RB211-524D4-19, -524D4-B-19, -524D4-39, -524D4-B-39, -524D4X-19, -524D4X-B-19, -524H-36, -524H2-19, -524H-T-36, -524H2-T-19, -524G2-19, -524G3-19, -524G2-T-19, and -524G3-T-19 turbofan engines
2013-04-05		The Boeing Company	737-200, -200C, -300, -400, and -500 series
Biweekly 2013-05			
2012-25-03	Cor	The Boeing Company	757-200, -200PF, -200CB series, and 757-300
2013-03-06		Airbus	A330-223F, -243F, A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2013-04-03		Cessna Aircraft Company	750
2013-04-07		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2013-04-10		Airbus	A310-203, -204, -222, -304, -322, and -324
2013-04-11		The Boeing Company	737-600, -700, -800, and -900ER series
2013-04-12		Airbus	A310-204, -222, -304, -322, and -324
2013-04-13		BAE SYSTEMS (OPERATIONS) LIMITED	BAe 146-100A, -200A, and -300A airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2013-05-02		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
Biweekly 2013-06			
2013-03-06		Airbus	A330-223F, -243F, A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2013-03-22		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-04-14		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
2013-05-02		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2013-05-03		The Boeing Company	777-200, -200LR, -300, and -300ER series
2013-05-05		The Boeing Company	777-200, -200LR, -300, and -300ER series
2013-05-06		Bombardier, Inc.	CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2013-05-07		The Boeing Company	767-200, -300, -300F, and -400ER series
2013-05-09		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A330-223F, -243F, A340-211, -212, -213, -311, -312, and -313
2013-05-13		Rolls-Royce Deutschland Ltd & Co KG	BR700-710A1-10, BR700-710A2-20, and BR700-710C4-11 turbofan engines

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2013-05-18	S 2012-02-04	Rolls-Royce plc	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 engine
2013-05-19		Rolls-Royce Deutschland Ltd & Co KG	Tay 611-8 turbofan engines
2013-05-20		Rolls-Royce Deutschland Ltd & Co KG	Spey 511-8 turbojet engines
2013-06-01		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 and Tay 650-15 turbofan engines
Biweekly 2013-07			
2013-05-10		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2013-05-12		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 IGW, ERJ 190-200 STD, -200 LR, -200 IGW, and ERJ 190-100 ECJ
2013-06-03		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
2013-06-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-06-06		General Electric Company	CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5A3, CF34-8C5B1, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6, and CF34-8E6A1 turbofan engines
Biweekly 2013-08			
2013-04-04	S 2008-13-20	The Boeing Company	757-200, -200CB, -200PF, and -300 series
2013-05-04		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2013-07-02		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, and -233
2013-07-03		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and A340-642
2013-07-04	S 2007-05-13	Airbus	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
2013-07-07		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-07-08		The Boeing Company	757-200, 757-200PF, 757-200CB, 757-300 series
2013-07-09		The Boeing Company	737-700, -700C, -800, -900ER, 747-400F, 767-200 and -300 series
2013-07-10		International Aero Engines	V2525-D5 and V2528-D5 turbofan engines
2013-07-11	S 2009-24-08	The Boeing Company	777-200, -200LR, -300, and -300ER series
2013-07-13		Dassault Aviation	Falcon 7X
2013-08-02	S 2007-26-05	The Boeing Company	777-200, -200LR, -300, and -300ER series
2013-08-03		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-08-08		The Boeing Company	737-600 series
2013-08-09		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series

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Biweekly 2013-09			
2013-08-10		Kelowna Flightcraft R & D Ltd.	340 and 440
2013-08-11		The Boeing Company	737-900 and -900ER series
2013-08-12		The Boeing Company	787-8
2013-08-13		The Boeing Company	767-300 series
2013-08-15		The Boeing Company	737-800 series
2013-08-16		The Boeing Company	737-700 and -700C series
2013-08-18		The Boeing Company	737-600, -700, -700C, -800, -900 and -900ER series
2013-08-20	S 2000-04-14	General Electric Company	CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B5F/B6/B1F/B2F/B4F/B6F/B7F/D1F turbofan engines
2013-08-23		The Boeing Company	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
Biweekly 2013-10			
2012-18-13 R1		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2013-05-08		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -, A340-211, -212, -213, -311, -312, and -313
2013-08-01		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-09-01	S 2003-08-15	The Boeing Company	737-200, -200C, -300, -400, and -500 series
2013-09-02	S 2000-25-07 S 2002-05-07	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2013-09-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-09-08		The Boeing Company	737-300, -400, and -500 series
2013-10-02	S 2003-18-05	The Boeing Company	757-200 and -200PF series
2013-10-52	E	General Electric Company	GE90-110B1 and GE90-115B turbofan engines
Biweekly 2013-11			
2013-09-08	COR	The Boeing Company	737-300, -400, and -500 series
2013-09-10	S 2000-07-06	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2013-09-11		Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 560XL, and 650
2013-10-03	S 2010-02-10	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
2013-10-06		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, -541, and -642
2013-10-07		Airbus	A300 B4-601, B4-603, B4-620, B4-605R, and B4-622R
2013-11-03		Bombardier, Inc.	CL-215-1A10 and CL-215-6B11 (CL-215T Variant)
Biweekly 2013-12			
2013-11-04		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, 747SP, 767-200, -300, -300F, -400ER, 777-200, -200LR, -300, and -300ER series
2013-11-06		Dassault Aviation	Mystere-Falcon 900 and Falcon 900EX
2013-11-07		Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-11-12		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2013-11-13		Rolls-Royce plc	Viper Mk. 601-22 turbojet engines
2013-11-14		The Boeing Company	777-200 and -300 series
2013-12-02		Engine Alliance	GP7270 and GP7277 turbofan engines
2013-12-03		Rolls-Royce Deutschland Ltd & Co KG	BR700-725A1-12 turbofan engines

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Biweekly 2013-13			
2013-01-01	S 2011-23-08	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-05-11	S 2010-23-07	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
2013-09-04		Bombardier, Inc	DHC-8-400, -401, and -402
2013-10-52		General Electric Company	GE90-110B1 and GE90-115B turbofan engines
2013-11-16		Hawker Beechcraft Corporation	BAe.125 Series 800A (including C-29A and U-125), 800B, Hawker 800 (including variant U-125A) and 800XP
2013-12-01		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2013-13-05		The Boeing Company	747SP, 747-100B SUD, and 747-300
Biweekly 2013-14			
2010-17-11R1		Dowty Propellers	R408/6-123-F/17 model propellers
2013-09-03		Dassault Aviation	Falcon 2000, Falcon 2000EX, Mystere-Falcon 50, Mystere-Falcon 900 and Falcon 900EX
2013-11-17	S 2010-14-14	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-13-03		Airbus	A319-112, -113, -132, A320-211, -212, -214, -231, -232, A321-111 and -131
2013-13-04		Airbus	A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232
2013-13-09		Learjet Inc.	60
2013-13-11		The Boeing Company	747-400, -400D, and -400F series
2013-14-51		General Electric Company	GE90-110B1 and GE90-115B turbofan engines
Biweekly 2013-15			
2013-13-08	S 2009-18-02	The Boeing Company	767-200, -300, -300F, and -400ER series
2013-13-15	S 87-02-07	The Boeing Company	737-100, -200, -200C, and -300 series
2013-13-17	S 2011-13-08	Bombardier, Inc.	DHC-8-400, -401, and -402
2013-14-02		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-14-03		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-14-05		The Boeing Company	747-400 and 747-400F series
2013-14-07		Learjet	45
2013-14-11		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2013-15-04		Hartzell Propeller, Inc.	HC-(1,D)2(X,V,MV)20-7, HC-(1,D)2(X,V,MV)20-8, and HC-(1,D)3(X,V,MV)20-8 propellers
2013-15-07		The Boeing Company	787-8
Biweekly 2013-16			
2013-13-12	S 2000-06-13 R1	The Boeing Company	737-200, -200C, -300, -400, and -500 series
2013-13-16	S 2005-07-04	Airbus	330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-14-06		CFM International S.A.	CFM56-5 and CFM56-5B series turbofan engines
2013-14-09	S 2012-14-04	Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2013-14-10	S 2010-11-02	Gulfstream Aerospace LP	100, Astra SPX and 1125 Westwind Astra
2013-15-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-15-20	S 2013-14-51	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, GE90-113B and GE90-115B turbofan engines
2013-16-02		Dassault Aviation	FALCON 7X

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2013-16-09		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
Biweekly 2013-17			
2013-15-08		Pratt & Whitney Canada Corp.	W118A, PW118B, PW119B, PW119C, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines
2013-15-09		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2013-15-11		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-15-12	S 2004-15-07	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2013-15-14	S 2008-06-29	The Boeing Company	737-300, -400, and -500 series
2013-15-15		The Boeing Company	27, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-15-16		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-15-21	S 2004-13-06	Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and Model A320-111, -211, -212, -214, -231, -232, and -233
2013-16-08		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-16-10		Hamilton Standard Division and Hamilton Sundstrand Corporation	See AD
2013-16-11		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-16-12		Bombardier, Inc.	DHC-8-102, -103, and DHC-8-106
2013-16-15		General Electric Company	GENx-2B67B turbofan engines
2013-16-17		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-16-18		Airbus	A320-214, -232, -233, A321-211, -213, and -231
2013-16-22		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
Biweekly 2013-18			
2013-05-08		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2013-15-10	S 2012-10-12	Rolls-Royce plc	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17, 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2013-15-13		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2013-15-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-15-18	S 2005-15-01	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2013-16-23		Rolls-Royce plc	RB211-524G2-19; -524G3-19; -524H2-19; -524H-36; RB211-524B-02; -524B2-19; -524B3-02; -524B4-02; -524C2-19; -524D4-19; -524D4-B-19; and -524D4-39; RB211-535C-37; -535E4-37; -535E4-B-37, and -535E4-B-75 turbofan engines
2013-16-24	S 90-23-14	The Boeing Company	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2013-16-25		Bombardier, Inc.	DHC-8-400, -401, and -402
2013-16-26		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2013-17-03		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302,

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
2013-17-05 2013-17-09		Bombardier, Inc. Airbus	-303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313; A340-541, A340-642 CL-600-2C10, CL-600-2D15, and CL-600-2E25 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
Biweekly 2013-19			
2013-17-06 2013-17-07		Fokker Services B.V. General Electric Company	F.27 Mark 050, F.28 Mark 0070 and 0100 GE90-76B, -85B, -90B, -94B, GE90-110B1 and -115B turbofan engines
2013-17-08	S 2010-20-08	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series
2013-18-02 2013-18-09 2013-19-02		The Boeing Company Honeywell ASCa Inc. Airbus	767-200, 767-300, 767-300F, and 767-400ER series See AD A330-201, -202, -203, -223, -223F, -243 -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343



2013-17-06 Fokker Services B.V.: Amendment 39-17570. Docket No. FAA-2012-0270; Directorate Identifier 2011-NM-113-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 18, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Fokker Services B.V. Model F.27 Mark 050 airplanes, and Model F.28 Mark 0070 and 0100 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electric power.

(e) Reason

This AD was prompted by reports of loose nuts on contactors in the electrical power center (EPC), and in some cases, burned contactors. We are issuing this AD to detect and correct loose nuts, which could result in arcing and potentially an onboard fire, possibly resulting in damage to the airplane and injury to occupants or maintenance personnel.

(f) Compliance

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

(g) Actions

Within 24 months after the effective date of this AD, do the actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) Do a torque check of the nuts and circuit breakers, contactors, and terminal blocks of the EPC and battery relay panel, as applicable; and do all applicable adjustments of the torque values; in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-24-032, dated February 10, 2011 (for Model F.27 Mark 050 airplanes); or the Accomplishment Instructions of Fokker Service Bulletin SBF100-24-043, Revision 1, dated December 15, 2011 (for Model F.28 Mark 0070 and 0100 airplanes). Do all applicable adjustments before further flight.

(2) Do a general visual inspection of the contacts and nuts on circuit breakers, contactors, and terminal blocks of the EPC and battery relay panel to determine if either the lock washer, flat washer and nut, or locking nut and flat washer are installed; and do all applicable installations; in accordance

with the Accomplishment Instructions of Fokker Service Bulletin SBF50-24-032, dated February 10, 2011 (for Model F.27 Mark 050 airplanes); or the Accomplishment Instructions of Fokker Service Bulletin SBF100-24-043, Revision 1, dated December 15, 2011 (for Model F.28 Mark 0070 and 0100 airplanes). Do all applicable installations before further flight.

(3) Before further flight, after accomplishing any check required by paragraph (g)(1) of this AD or any inspection required by paragraph (g)(2) of this AD: Apply torque inspection lacquer, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF50-24-032, dated February 10, 2011 (for Model F.27 Mark 050 airplanes); or the Accomplishment Instructions of Fokker Service Bulletin SBF100-24-043, Revision 1, dated December 15, 2011 (for Model F.28 Mark 0070 and 0100 airplanes).

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to:

9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0050, dated March 27, 2012, for related information, which can be found in the AD docket on the Internet at <http://www.regulations.gov>.

(j) Material Incorporated by Reference

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

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

(i) Fokker Service Bulletin SBF50-24-032, dated February 10, 2011.

(ii) Fokker Service Bulletin SBF100-24-043, Revision 1, dated December 15, 2011.

(3) For 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>.

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

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

Issued in Renton, Washington, on August 16, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-17-07 General Electric Company: Amendment 39-17571; Docket No. FAA-2013-0186; Directorate Identifier 2013-NE-11-AD.

(a) Effective Date

This AD is effective October 18, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE):

- (1) GE90-76B, -85B, -90B, and -94B turbofan engines with stage 1 high-pressure turbine (HPT) stator shrouds, part number (P/N) 1847M52P14, installed.
- (2) GE90-110B1 and -115B turbofan engines with stage 1 HPT stator shrouds, P/N 1847M52P16, installed.

(d) Unsafe Condition

This AD was prompted by multiple reports of distress of certain stage 1 HPT stator shrouds due to accelerated corrosion and oxidation, including one engine in-flight shutdown (IFSD) caused by failure of the HPT stator shrouds. We are issuing this AD to prevent failure of stage 1 HPT stator shrouds, resulting in an IFSD of one or more engines, loss of thrust control, and damage to the airplane.

(e) Compliance

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

(f) Borescope Inspections of the Stage 1 HPT Stator Shrouds

- (1) Perform an initial on-wing borescope inspection (BSI) of the stage 1 HPT stator shrouds for corrosion and oxidation before accumulating 2,100 cycles since new, or within 100 cycles in service after the effective date of this AD, whichever occurs later.
- (2) Thereafter, repeat the BSI of the stage 1 HPT stator shrouds every 250 cycles since last inspection or fewer, depending on the results of the inspection.
- (3) For engines listed in paragraph (c)(1) of this AD:
 - (i) Perform a 360-degree BSI of the stage 1 HPT stator shrouds for corrosion and oxidation. Guidance for performing the BSI can be found in paragraph 3.A of the Accomplishment Instructions of GE Service Bulletin (SB) No. GE90 S/B 72-1076, dated November 19, 2012.
 - (ii) Refer to Figure 2 of GE SB No. GE90 S/B 72-1076, dated November 19, 2012, to determine the degree of shroud corrosion and oxidation.

(iii) Use paragraph 3.B. of the Accomplishment Instructions of GE SB No. GE90 S/B 72-1076, dated November 19, 2012, to determine the next inspection interval.

(4) For engines listed in paragraph (c)(2) of this AD:

(i) Perform a 360-degree BSI of the stage 1 HPT stator shrouds for corrosion and oxidation.

Guidance for performing the BSI can be found in paragraph 3.A of the Accomplishment Instructions of GE SB No. SB 72-0528 R01, Revision 1, dated April 1, 2013, or GE GE90-100 SB No. SB 72-0528, dated November 15, 2012.

(ii) Refer to Figure 2 of GE SB No. SB 72-0528 R01, Revision 1, dated April 1, 2013, or GE GE90-100 SB No. SB 72-0528, dated November 15, 2012, to determine the degree of shroud corrosion and oxidation.

(iii) Use paragraph 3.B. of the Accomplishment Instructions of GE SB No. SB 72-0528 R01, Revision 1, dated April 1, 2013, or GE GE90-100 SB No. SB 72-0528, dated November 15, 2012, to determine the next inspection interval.

(5) Remove from service before further flight, any stage 1 HPT stator shroud found with any hole further than 0.35-inch from the shroud leading edge, and more than 0.25-inch in diameter, and that is more than 0.049 square inch in area.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

For more information about this AD, contact Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: jason.yang@faa.gov.

(i) Material Incorporated by Reference

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

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

(i) General Electric Company (GE) Service Bulletin (SB) No. SB 72-0528 R01, Revision 1, dated April 1, 2013.

(ii) GE SB No. GE90-100 SB 72-0528, dated November 15, 2012.

(iii) GE SB No. GE90 S/B 72-1076, dated November 19, 2012.

(3) For GE service information identified in this AD, contact General Electric Company, One Neumann Way, MD Y-75, Cincinnati, OH; phone: 513-552-2913; email: geae.aoc@ge.com; Web site: www.GE.com.

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

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

Issued in Burlington, Massachusetts, on August 22, 2013.

Dorenda D. Baker,

Director,

Aircraft Certification Service.



2013-17-08 The Boeing Company: Amendment 39-17572; Docket No. FAA-2013-0097; Directorate Identifier 2011-NM-243-AD.

(a) Effective Date

This AD is effective October 22, 2013.

(b) Affected ADs

This AD supersedes AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010).

(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, and 747SR series airplanes, certificated in any category, having line numbers 1 through 1419 inclusive; except for Model 747-400 series airplanes that have been modified into the Model 747-400 large cargo freighter configuration.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by multiple reports of cracking outside of the previous inspection areas and a report of a crack that initiated at the aft edge of the inner chord rather than initiating at a fastener location. We are issuing this AD to detect and correct such cracks, which could cause damage to the adjacent body structure and could result in depressurization of the airplane in flight.

(f) Compliance

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

(g) Retained Repetitive Inspections for Frame Segment Between Stringers 23 and 31 (No Terminating Action)

This paragraph restates the requirements of paragraph (g) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). For airplanes having line numbers 1 through 1304 inclusive: Inspect the airplane for cracks between stringers 23 and 31 per Boeing Alert Service Bulletin 747-53A2450, Revision 2, including Appendix A, dated January 4, 2001; or Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009; at the later of the applicable times specified in paragraph (h) or (i) of this AD, per table 1 to paragraphs (g) and (h) of this AD. Where there are differences between the AD and Boeing Alert Service Bulletin 747-53A2450, Revision 2, including

Appendix A, dated January 4, 2001; or Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009; the AD prevails.

Table 1 to Paragraphs (g) and (h) of this AD—Inspection Requirements

Type of Inspection	Area to Inspect
(1) Detailed Visual	Strap inner chords forward and aft of the web, and exposed web adjacent to the inner chords on station 2231 frame from stringers 23 through 31 per Figure 5 or Figure 6 of the service bulletins specified in paragraph (g) or (h) of this AD, as applicable.
(2) Surface High Frequency Eddy Current (HFEC)	Station 2231 inner chord angles at lower main sill interface per Figure 5 or Figure 6 of the service bulletins specified in paragraph (g) or (h) of this AD, as applicable.
(3) Open Hole HFEC	Station 2231 frame fastener locations per Figures 4 and 7, and either Figure 5 or 6 of the service bulletins specified in paragraph (g) or (h) of this AD, as applicable.
(4) Surface HFEC	Around fastener locations on station 2231 inner chords from stringers 23 through 31 per Figure 5 or Figure 6 of the service bulletins specified in paragraph (g) or (h) of this AD, as applicable.
(5) Low Frequency Eddy Current (LFEC)	Station 2231 frame strap in areas covered by the reveal per Figure 5 or Figure 6 of the service bulletins specified in paragraph (g) or (h) of this AD, as applicable.

Note 1 to paragraph (g) of this AD: There is no terminating action currently available for the inspections required by paragraph (g) of this AD.

(h) Retained Compliance Times

This paragraph restates the requirements of paragraph (h) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). Do the inspections specified in paragraph (g) of this AD at the applicable times specified in paragraph (h)(1) or (h)(2) of this AD. Repeat the inspections at intervals not to exceed 3,000 flight cycles until the inspections required by paragraph (m) or (o) of this AD are done. Where there are differences between the AD and Boeing Alert Service Bulletin 747-53A2450, Revision 2, including Appendix A, dated January 4, 2001; or Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009; the AD prevails.

(1) Do the inspections per table 1 to paragraphs (g) and (h) of this AD at the applicable time specified in the logic diagram in Figure 1 of Boeing Alert Service Bulletin 747-53A2450, Revision 2, including Appendix A, dated January 4, 2001. Where the compliance time in the logic diagram specifies a compliance time beginning "from receipt of this service bulletin," this AD requires that the compliance time begin "after September 12, 2001 (the effective date of AD 2001-16-02, Amendment 39-12370 (66 FR 41440, August 8, 2001))."

(2) After November 9, 2010 (the effective date of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010)), do the inspections per table 1 to paragraphs (g) and (h) of this AD at the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009. Where the compliance time in Boeing Alert Service Bulletin 747-53A2450, Revision 2, including Appendix A, dated January 4, 2001, specifies a compliance time beginning "after the date on Revision 2 of this service bulletin," this AD requires that the compliance time begin "after September 12, 2001 (the effective date of AD 2001-16-02, Amendment 39-12370 (66 FR 41440, August 8, 2001))."

(i) Retained Repetitive Inspections for Frame Segment Between Stringers 23 and 31

This paragraph restates the requirements of paragraph (i) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). Within 3,000 flight cycles after accomplishment of the inspections specified in Figure 1 of Boeing Alert Service Bulletin 747-53A2450, dated May 4, 2000; or Boeing Alert Service Bulletin 747-53A2450, Revision 1, dated July 6, 2000; repeat the inspections specified in paragraph (g) of this AD at intervals not to exceed 3,000 flight cycles until the inspections required by paragraph (m) or (o) of this AD are done. Where there are differences between the AD and Boeing Alert Service Bulletin 747-53A2450, Revision 2, dated January 4, 2001; or Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009; the AD prevails.

(j) Retained Additional Repetitive Inspections (For Frame Segment Between Stringers 16 and 23)

This paragraph restates the requirements of paragraph (j) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010).

(1) For all airplanes: Before the accumulation of 16,000 total flight cycles, or within 1,500 flight cycles after November 9, 2010 (the effective date of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010)), whichever occurs later, do a detailed inspection, an open hole HFEC inspection, a surface HFEC inspection, and a subsurface LFEC inspection for cracking of the forward edge frame of the number 5 main entry door cutouts, at station 2231, between stringers 16 and 23; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009. Repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles.

(2) The part number of the nut for fastener code "K" in Figure 7 of Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009, should be "BACN10JC3CD," instead of "BACB30JC3CD." In addition, the part number of the optional nut for this fastener code should be "BACN10YR3CD," instead of "BACN10YR4CD," in Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009.

(k) Retained Repetitive Inspections for Line Numbers 1305 and On (For Frame Segment Between Stringers 23 and 31)

This paragraph restates the requirements of paragraph (k) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). For airplanes having line numbers 1305 and on: Before the accumulation of 16,000 total flight cycles, or within 1,500 flight cycles after November 9, 2010 (the effective date of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010)), whichever occurs later, do a detailed inspection, an open hole HFEC inspection, a surface HFEC inspection, and a subsurface LFEC inspection for cracking of the forward edge frame of the number 5 main entry door cutouts, at station 2231, between stringers 23 and 31; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009. Repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles.

(l) Retained Corrective Action for Paragraphs (g), (j), and (k) of This AD

This paragraph restates the requirements of paragraph (l) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). If any crack is found during any inspection required by paragraph (g), (j), or (k) of this AD, before further flight, repair the crack in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, in accordance with data meeting the type certification basis of the airplane approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings; or in accordance with Boeing Alert Service Bulletin 747-

53A2450, Revision 5, dated January 29, 2009; as applicable. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the approval letter must specifically reference this AD. As of November 9, 2010 (the effective date of AD 2010-20-08), repair the crack using a method approved in accordance with the procedures specified in paragraph (s) of this AD.

(m) Retained Post-Repair Inspections

This paragraph restates the requirements of paragraph (m) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). Except as required by paragraph (n) of this AD, for airplanes on which the forward edge frame of the number 5 main entry door cutouts, at station 2231, between stringers 16 and 31, is repaired as specified in Boeing Alert Service Bulletin 747-53A2450: Within 3,000 flight cycles after doing the repair, or within 1,500 flight cycles after November 9, 2010 (the effective date of AD 2010-20-08), whichever occurs later, do the detailed, LFEC, and HFEC inspections of the repaired area for cracks, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009. If no cracking is found, repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles. If any crack is found: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (s) of this AD. Doing the inspections specified in paragraph (m) of this AD terminates the repetitive inspections required by paragraphs (g), (h), (i), (j), and (k) of this AD for the repaired area.

(n) Retained Post-Repair Inspection Restriction

This paragraph restates the requirements of paragraph (n) of AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010). For any frame that is repaired in accordance with a method other than the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009: Do the inspection in accordance with a method approved in accordance with the procedures specified in paragraph (s) of this AD.

(o) New Repetitive Inspections With Expanded Inspection Area

Before the accumulation of 16,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later, do the inspections required by paragraphs (o)(1) through (o)(5) of this AD, except as specified in paragraph (p) of this AD. Do all actions required by this paragraph in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 7, dated November 2, 2011. Repeat the inspections thereafter at the applicable times specified in Paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2450, Revision 7, dated November 2, 2011. Accomplishment of the initial inspections required by this paragraph terminates the requirements of paragraphs (g) through (k) of this AD.

(1) Do a detailed inspection for cracking on the frame strap, inner chords forward and aft of the web, and exposed web adjacent to the inner chords from stringer 15 to 31.

(2) Do an HFEC inspection of the station 2231 frame fastener locations for cracking from stringer 16 to 31, including locations common to the upper main sill strap and stringer clip at stringer 16.

(3) Do an HFEC inspection for cracking of the frame inner chords around the fastener heads from stringer 15 to 31.

(4) Do an HFEC inspection for cracking of the aft edge of the aft inner chord, of the forward edge of the forward inner chord, and of the forward and aft edges of the frame strap from stringer 15 to 31.

(5) Do an LFEC inspection for cracking of the station 2231 frame strap from stringer 16 to 31 in areas covered by the reveal.

(p) New Post-Repair Inspection for Repaired Areas

For airplanes on which the post-repair inspections are being done as specified in paragraph (m) of this AD: For the repaired area only, continue the inspections as specified in paragraph (m) of this AD in lieu of the inspections specified in paragraph (o) of this AD.

(q) New Corrective Action

(1) If any cracking is found during any inspection required by paragraph (o) of this AD: Before further flight, repair the cracking, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 7, dated November 2, 2011.

(2) If any cracking is found during any inspection required by paragraph (p) or (r) of this AD: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (s) of this AD.

(r) New Post-Repair Repetitive Inspections and Corrective Action

(1) For any airplane repaired as specified in paragraph (q)(1) of this AD: Within 3,000 flight cycles after doing the repair, do detailed, LFEC, and HFEC inspections of the repaired area for cracking, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2450, Revision 7, dated November 2, 2011. If no cracking is found, repeat the inspections thereafter at intervals not to exceed 3,000 flight cycles. If any cracking is found: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (s) of this AD.

(2) For any airplane repaired as specified in paragraph (q)(2) of this AD: Before further flight, contact the Manager, Seattle Aircraft Certification Office (ACO), FAA, for instructions and compliance times for doing an inspection of the repaired area for cracking. Do the inspection at the compliance times specified using the inspection procedures provided. If any cracking is found: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (s) of this AD.

(s) Alternative Methods of Compliance (AMOCs)

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

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

(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, and the approval must specifically refer to this AD.

(4) AMOCs approved previously in accordance with AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010), are approved as AMOCs for the corresponding provisions of paragraphs (g) through (m) of this AD.

(5) AMOCs approved previously in accordance with AD 2010-20-08, Amendment 39-16442 (75 FR 61337, October 5, 2010), that have post-repair inspections are approved as AMOCs for the corresponding provisions of paragraph (o) of this AD for the repaired area only.

(t) Related Information

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

(u) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 22, 2013.

(i) Boeing Alert Service Bulletin 747-53A2450, Revision 7, dated November 2, 2011.

(ii) Reserved.

(4) The following service information was approved for IBR on November 9, 2010 (75 FR 61337, October 5, 2010).

(i) Boeing Alert Service Bulletin 747-53A2450, Revision 5, dated January 29, 2009.

(ii) Reserved.

(5) The following service information was approved for IBR on September 12, 2001 (66 FR 441440, August 8, 2001).

(i) Boeing Alert Service Bulletin 747-53A2450, Revision 2, including Appendix A, dated January 4, 2001.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on August 16, 2013.

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



2013-18-02 The Boeing Company: Amendment 39-17575; Docket No. FAA-2013-0301; Directorate Identifier 2013-NM-025-AD.

(a) Effective Date

This AD is effective October 22, 2013.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 767-200, 767-300, 767-300F, and 767-400ER series airplanes; certificated in any category; as identified in Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013.

(2) Installation of Supplemental Type Certificate (STC) ST01920SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027f43b9a7486e86257b1d006591ee/\\$FILE/ST01920SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027f43b9a7486e86257b1d006591ee/$FILE/ST01920SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracked and corroded nuts on an outboard flap support rib. We are issuing this AD to detect and correct cracked and corroded nuts and bolts and the installation of incorrect nuts on certain outboard flap support ribs, which could lead to additional nut and bolt damage in the joint, result in loss of an outboard flap, and adversely affect continued safe flight and landing of the airplane.

(f) Compliance

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

(g) For Group 1 Airplanes: Repetitive Inspections of the Support Ribs, Related Investigative and Corrective Actions, and Fastener Replacement

For Group 1 airplanes, as specified in Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013: Except as required by paragraph (j) of this AD, at the time specified in table 1 of

paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, do a detailed inspection of the cap seal for damaged sealant on the nuts common to outboard flap support rib numbers 1, 2, 7, and 8, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013. Do all applicable related investigative and corrective actions before further flight, except as specified in paragraphs (g)(1)(ii) and (g)(2)(ii) of this AD.

(1) If, during any detailed inspection of the cap seal required by paragraph (g) of this AD, no damaged sealant is found on any support rib, do the actions specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD.

(i) Repeat the detailed inspection of the cap seal on that support rib thereafter at the intervals specified in table 1 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, until all fasteners are replaced within that support rib as required by paragraph (g)(1)(ii) of this AD.

(ii) Except as required by paragraph (j) of this AD, at the time specified in table 1 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013: Replace all fasteners within the support rib, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013.

(2) If, during any related investigative action required by paragraph (g) of this AD, no cracking and no corrosion is found on the nut, bolt, and washers of any support rib, do the actions specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) Repeat the detailed inspection of the cap seal on that support rib thereafter at the intervals specified in table 1 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, until all fasteners are replaced within that support rib as required by paragraph (g)(2)(ii) of this AD.

(ii) Except as required by paragraph (j) of this AD, at the time specified in table 1 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013: Replace all fasteners within the support rib, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013.

(h) For Group 2 and 3 Airplanes: Repetitive Inspections of the Support Ribs, Related Investigative and Corrective Actions, and Fastener Replacement

For Group 2 and 3 airplanes, as specified in Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013: Except as required by paragraph (j) of this AD, at the time specified in table 2 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, do a detailed inspection of the cap seal for damaged sealant on the nuts common to outboard flap support rib numbers 1, 2, 7, and 8, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013. Do all applicable related investigative and corrective actions before further flight.

(1) If, during any detailed inspection of the cap seal required by paragraph (h) of this AD, no damaged sealant is found on any support rib, do the actions specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Repeat the detailed inspection of the cap seal on that support rib thereafter at the intervals specified in table 2 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, until the actions required by paragraph (h)(1)(ii) of this AD are done or until all fasteners are replaced within that support rib as specified in paragraph (i) of this AD.

(ii) Except as required by paragraph (j) of this AD, at the time specified in table 2 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013: Do a detailed inspection to determine the nut type installed in the outboard flap support rib and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service

Bulletin 767-57A0131, Revision 1, dated May 8, 2013. Do all applicable corrective actions before further flight.

(2) If, during any related investigative action required by paragraph (h) of this AD, no cracking and no corrosion is found on the nut, bolt, and washers of any support rib, do the actions specified in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Repeat the detailed inspection of the cap seal on that support rib thereafter at the intervals specified in table 2 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, until the actions required by paragraph (h)(2)(ii) of this AD are done or until all fasteners are replaced within that support rib as specified in paragraph (i) of this AD.

(ii) Except as required by paragraph (j) of this AD, at the time specified in table 2 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013: Do a detailed inspection to determine the nut type installed in the outboard flap support rib and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013. Do all applicable corrective actions before further flight.

(i) Terminating Action for Repetitive Inspections

(1) If cracking is found during any inspection required by paragraph (g) or (h) of this AD: Replacing all the fasteners within the outboard flap support rib number 1, 2, 7, or 8, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, terminates the inspections required by paragraph (g) or (h) of this AD for that support rib only.

(2) If a discrepancy other than cracking is found (e.g., corrosion) during any inspection required by paragraph (g) of this AD: Replacing all the fasteners within the outboard flap support rib number 1, 2, 7, or 8, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, terminates the inspections required by paragraph (g) of this AD for that support rib only.

(3) If a discrepancy other than cracking is found (e.g., corrosion) during any inspection required by paragraph (h) of this AD: Replacing the affected fastener terminates the repetitive inspections for only that fastener within that support rib.

(j) Exception to Service Information

Where Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013, specifies a compliance time relative to the issue date of that service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for the applicable actions required by paragraphs (g), (h), and (i) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 767-57A0131, dated October 30, 2012, which is not incorporated by reference in this AD.

(l) 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 paragraph (m) 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.

(m) Related Information

(1) For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6577; fax: 425-917-6590; email: berhane.alazar@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (n)(3) and (n)(4) of this AD.

(n) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin 767-57A0131, Revision 1, dated May 8, 2013.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on August 23, 2013.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-18-09 Honeywell ASCa Inc.: Amendment 39-17582. Docket No. FAA-2013-0707; Directorate Identifier 2013-NM-158-AD.

(a) Effective Date

This AD becomes effective October 3, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Honeywell ASCs Inc. emergency locator transmitters (ELTs) Model RESCU 406AF and 406AFN with transmitter unit (TU) part numbers (P/Ns) 1152682-1, -2, and -3, installed on transport category airplanes, certificated in any category, but not limited to the airplanes identified in table 1 to paragraph (c) of this AD.

Table 1 to Paragraph (c) of This AD—Affected Airplane Models

Manufacturer	Airplane model
(1) The Boeing Company	(i) 717-200 airplanes.
	(ii) 727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series airplanes.
	(iii) 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series airplanes.
	(iv) 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, and -400F series airplanes; and 747SR, 747SP, 747-8F, and 747-8 series airplanes.
	(v) 757-200, -200PF, -200CB, and -300 series airplanes.
	(vi) 767-200, -300, -300F, and -400ER series airplanes.
	(vii) 777-200, -200LR, -300, -300ER, and 777F series airplanes.
	(viii) 787-8 airplanes.
	(ix) MD-11 and MD-11F airplanes.
	(x) DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes.
	(xi) MD-88 airplanes.

	(xii) MD-90-30 airplanes.
(2) Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, 382G, and 382J airplanes.
(3) Airbus	(i) A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
	(ii) A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
	(iii) A300 B4-605R and B4-622R airplanes.
	(iv) A300 F4-605R and F4-622R airplanes.
	(v) A300 C4-605R Variant F airplanes.
	(vi) A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.
	(vii) A320-111, -211, -212, -214, -231, -232, and -233 airplanes.
	(viii) A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.
	(ix) A330-223F and -243F airplanes.
	(x) A330-201, -202, -203, -223, and -243 airplanes.
	(xi) A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
	(xii) A340-211, -212, and -213 airplanes.
	(xiii) A340-311, -312, and -313 airplanes.
	(xiv) A340-541 airplanes.
	(xv) A340-642 airplanes.
	(xvi) A380-800 series airplanes.
(4) ATR—GIE Avions de Transport Régional	(i) ATR42-200, -300, -320, and -500 airplanes.
	(ii) ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes.
(5) Dassault Aviation	FALCON 7X airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 23, Communications.

(e) Reason

This AD was prompted by a fire on a parked and unoccupied airplane; preliminary information indicated combustion in the area of the ELT TU. We are issuing this AD to detect and correct

discrepancies of the battery wiring installation inside the TU, which could result in an electrical short and possible ignition source.

(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

For any ELT TU with any serial number identified in paragraph 1.A., "Effectivity," including the serial numbers identified in the Note in paragraph 1.A., of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013: Within 120 days after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Remove the TU from the airplane.

(2) Do one-time general visual inspections of the ELT TU, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013.

(h) TU/Battery Pack Return

During any inspection required by this AD, if any discrepancy is found that is unacceptable or exceeds limits as specified in Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013: At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, return the TU or battery pack, as applicable, to Honeywell ASCa Inc., Customer and Product Support, Customer Support Operations, 3333 Unity Drive, Mississauga, ON, Canada L5L 3S6; telephone: 800-601-3099 (toll-free U.S.A./Canada); telephone: 602-365-3099 (international) email: AeroR&OAvionics@honeywell.com; Internet: www.myaerospace.com.

(1) If the inspection was done on or after the effective date of this AD: Within 10 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Within 10 days after the effective date of this AD.

(i) Post-inspection Actions

Before further flight after accomplishing the actions required by paragraph (g) of this AD: Perform all applicable return to service actions, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013. Install a TU that is identified in paragraph 3.F.(2) or 3.F.(3) of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013.

(j) Parts Installation Limitations

After installation or replacement of the TU as required by this AD or as specified in paragraph (k) of this AD, no person may install an ELT TU battery unless it is installed using a method approved by either the Manager, New York ACO, FAA; or TCCA (or its delegated agent).

(k) Acceptable Prior Actions for Certain Airplanes

(1) For The Boeing Company Model 787-8 airplanes identified in AD 2013-15-07, Amendment 39-17523 (78 FR 45054, July 26, 2013): Accomplishment of the applicable requirements of AD

2013-15-07 before the effective date of this AD is acceptable for compliance with the requirements of paragraphs (g), (h), and (i) of this AD.

(2) This paragraph provides credit for the applicable actions required by paragraphs (g), (h), and (i) of this AD, if those actions were performed before the effective date of this AD using Honeywell Alert Service Bulletin 1152682-23-A22, dated August 1, 2013, which is not incorporated by reference in this AD.

(3) This paragraph provides credit for the actions required by paragraphs (g), (h), and (i) of this AD, if the applicable actions specified in the service information identified in paragraphs (k)(3)(i) through (k)(3)(vi) of this AD were performed before the effective date of this AD using the applicable service information identified in paragraphs (k)(3)(i) through (k)(3)(vi) of this AD. This service information is not incorporated by reference in this AD.

(i) For The Boeing Company Model 717-200 airplanes: Boeing Multi Operator Message MOM-MOM-13-0597-01B, dated July 28, 2013.

(ii) For The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: Boeing Multi Operator Message MOM-MOM-13-0593-01B, dated July 28, 2013.

(iii) For The Boeing Company Model 747-400, -400D, and -400F series airplanes: Boeing Multi Operator Message MOM-MOM-13-0594-01B, dated July 28, 2013.

(iv) For The Boeing Company Model 767 airplanes: Boeing Multi Operator Message MOM-MOM-13-0595-01B, dated July 28, 2013.

(v) For The Boeing Company Model 777 airplanes: Boeing Multi Operator Message MOM-MOM-13-0596-01B, dated July 28, 2013.

(vi) For The Boeing Company Model 787-8 airplanes: Boeing Multi Operator Message MOM-MOM-13-0570-01B, dated July 19, 2013; or Boeing Multi Operator Message MOM-MOM-13-0590-01B, dated July 26, 2013.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO, ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-25, dated August 15, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov>.

(2) For Boeing service information that is specified but not incorporated by reference in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>.

(3) Honeywell service information specified but not incorporated by reference in this AD may be obtained at the addresses identified in paragraphs (n)(3) and (n)(4) of this AD.

(n) Material Incorporated by Reference

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

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

(i) Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013.

(ii) Reserved.

(3) For Honeywell service information identified in this AD, contact Honeywell ASCa Inc., Customer and Product Support, Customer Support Operations, 3333 Unity Drive, Mississauga, ON, Canada L5L 3S6; telephone: 800-601-3099 (toll-free U.S.A./Canada); telephone: 602-365-3099 (international) email: AeroR&OAvionics@honeywell.com; Internet: www.myaerospace.com.

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

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

Issued in Renton, Washington, on September 6, 2013.

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



2013-19-02 Airbus: Amendment 39-17584. Docket No. FAA-2013-0463; Directorate Identifier 2012-NM-165-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 25, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -223F, -243 -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; certificated in any category; manufacturer serial numbers 1070, 1127, 1133, 1135, 1137, 1138, 1141, 1143, 1145, 1146, 1147, 1149, 1150, 1151, 1153, 1155, 1156, 1157, 1159, 1160, 1161, 1165, 1167, 1168, 1169, 1171, 1172, 1173, 1174, 1177, 1178, 1181, 1183, 1184, 1186, 1187, 1188, 1189, 1191, 1195, 1196, and 1202.

(d) Subject

Air Transport Association (ATA) of America Code 92.

(e) Reason

This AD was prompted by a report that a certain wire harness located in the tail cone has wiring of a narrower gauge than design requires. We are issuing this AD to prevent damage to the affected wiring, which could create an ignition source in an area that might contain fuel vapors, possibly resulting in an uncontrolled fire and subsequent 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) Actions

Within 24 months after the effective date of this AD: Replace wiring harness 5877VB located in section 19.1, Frame 91 to Frame 96, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-92-3116, dated April 25, 2012.

(h) 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, WA 98057-3356; phone: (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.

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency Airworthiness Directive 2012-0182, dated September 11, 2012, for related information, which can be found in the AD docket on the Internet at <http://www.regulations.gov>.

(j) Material Incorporated by Reference

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

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

(i) Airbus Mandatory Service Bulletin A330-92-3116, dated April 25, 2012

(ii) Reserved.

(3) 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>.

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

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

Issued in Renton, Washington on September 9, 2013.

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