

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2013-12**

6/3/2013 - 6/16/2013



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

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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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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



2013-11-04 The Boeing Company: Amendment 39-17464; Docket No. FAA-2012-0856; Directorate Identifier 2012-NM-093-AD.

(a) Effective Date

This AD is effective July 9, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, as identified in Boeing Special Attention Service Bulletin 747-25-3381, Revision 1, dated May 17, 2012.

(2) Model 767-200, -300, -300F, and -400ER series airplanes, as identified in Boeing Special Attention Service Bulletin 767-25-0381, Revision 1, dated September 17, 2012.

(3) Model 777-200, -200LR, -300, and -300ER series airplanes, as identified in Boeing Special Attention Service Bulletin 777-25-0362, dated August 19, 2010.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of burned Boeing Material Specification (BMS) 8-39 urethane foam, and a report from the airplane manufacturer indicating that airplanes were assembled, throughout various areas of the airplane (including flight deck and cargo compartments), with seals made of BMS 8-39 urethane foam, a material with fire-retardant properties that deteriorate with age. We are issuing this AD to prevent the failure of urethane seals to maintain sufficient Halon concentrations in the cargo compartments to extinguish or contain fire or smoke, and to prevent penetration of fire or smoke in areas of the airplane that are difficult to access for fire and smoke detection or suppression.

(f) Compliance

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

(g) BMS 8-39 Urethane Foam Seal Replacements

Within 72 months after the effective date of this AD, do the actions specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable.

(1) For Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes: Replace the BMS 8-39 urethane foam seals (including doing a general visual inspection of the airplane sidewalls for air baffles, and of the BMS 8-39 urethane foam for penetrations (e.g., wire penetrations)) with BMS 8-371 insulation foam or BMS 1-68 silicone foam rubber seals, as applicable, in accordance with the Accomplishment Instructions and Appendix A, as applicable, of Boeing Special Attention Service Bulletin 747-25-3381, Revision 1, dated May 17, 2012.

(2) For Model 767-200, -300, -300F, and -400ER series airplanes: Perform a general visual inspection for the presence of BMS 8-39 urethane foam, cover the BMS 8-39 foam with cargo liner joint sealing tape in certain areas, replace certain BMS 8-39 foam pads with Nomex felt in certain areas, and replace BMS 8-39 urethane foam seals with BMS 8-371 insulation foam or BMS 1-68 silicone foam rubber seals, as applicable, in accordance with the Accomplishment Instructions and Appendix A, as applicable, of Boeing Special Attention Service Bulletin 767-25-0381, Revision 1, dated September 17, 2012.

(3) For Model 777-200, -200LR, -300, and -300ER series airplanes: Replace BMS 8-39 urethane foam seals with BMS 1-68 silicone foam rubber seals in the forward and aft cargo compartments of the airplane, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-25-0362, dated August 19, 2010.

(h) Credit for Previous Actions

(1) For Groups 4 and 5 airplanes, as identified in Boeing Special Attention Service Bulletin 747-25-3381, Revision 1, dated May 17, 2012: This paragraph provides credit for the actions required by paragraph (g)(1) of this AD, if those actions were done before the effective date of this AD using Boeing Special Attention Service Bulletin 747-25-3381, dated August 19, 2010.

(2) For Model 767 airplanes: This paragraph provides credit for the actions required by paragraph (g)(2) of this AD, if those actions were done before the effective date of this AD using Boeing Special Attention Service Bulletin 767-25-0381, dated August 19, 2010.

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install a BMS 8-39 urethane foam seal in any location identified in paragraphs (g)(1), (g)(2), and (g)(3), as applicable, of this AD.

(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.

(k) Related Information

(1) For more information about this AD, contact Eric M. Brown, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6476; fax: 425-917-6590; email: Eric.M.Brown@faa.gov.

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

(l) Material Incorporated by Reference

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

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

(i) Boeing Special Attention Service Bulletin 747-25-3381, Revision 1, dated May 17, 2012.

(ii) Boeing Special Attention Service Bulletin 767-25-0381, Revision 1, dated September 17, 2012.

(iii) Boeing Special Attention Service Bulletin 777-25-0362, dated August 19, 2010.

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

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

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

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



2013-11-06 Dassault Aviation: Amendment 39-17466. Docket No. FAA-2012-1322; Directorate Identifier 2012-NM-155-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 9, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes specified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Dassault Aviation Model Mystere-Falcon 900 airplanes, serial numbers 142 and subsequent.

(2) Dassault Aviation Model Falcon 900EX airplanes, all serial numbers except those on which Dassault Aviation Modification M5741 has been embodied in production.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical Power.

(e) Reason

This AD was prompted by reports of chafing between the tail strobe power supply and a hydraulic line. We are issuing this AD to prevent chafing between the tail strobe power supply and a hydraulic line, which could result in hydraulic fluid leakage and possible fire due to arcing, and consequent loss of control of the airplane due to structural failure of the tail.

(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 65 days or 200 flight hours after the effective date of this AD, whichever occurs first: Modify the tail strobe power supply wire routing, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin F900-431, dated November 8, 2011 (for Model Mystere-Falcon 900 airplanes); or Dassault Mandatory Service Bulletin F900EX-437, dated November 8, 2011 (for FALCON 900EX 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 European Aviation Safety Agency Airworthiness Directive 2012-0162, dated August 29, 2012, and the service information specified in paragraphs (i)(1) and (i)(2) of this AD, for related information.

(1) Dassault Mandatory Service Bulletin F900-431, dated November 8, 2011.

(2) Dassault Mandatory Service Bulletin F900EX-437, dated November 8, 2011.

(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) Dassault Mandatory Service Bulletin F900-431, dated November 8, 2011.

(ii) Dassault Mandatory Service Bulletin F900EX-437, dated November 8, 2011.

(3) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 May 17, 2013.

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



2013-11-07 Embraer S.A.: Amendment 39-17467. Docket No. FAA-2012-1227; Directorate Identifier 2012-NM-016-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 9, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Embraer S.A. Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; certificated in any category; as identified in the service information specified in paragraphs (c)(1) and (c)(2) of this AD.

- (1) EMBRAER Service Bulletin 190-57-0036, Revision 02, dated August 12, 2011.
- (2) EMBRAER Service Bulletin 190LIN-57-0016, dated June 10, 2011.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Reason

This AD was prompted by reports of cracks on the side stay of the main landing gear (MLG). We are issuing this AD to prevent excessive bearing friction, which might compromise the MLG free fall extension and cause fatigue cracking on the MLG side stay and on its support assembly, resulting in reduced structural integrity of the MLG.

(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) Measurement for Bushing Migration of the MLG Side Stay Support Fitting

Within 100 flight cycles after the effective date of this AD: Measure the left-hand (LH) and right-hand (RH) MLG side stay support fitting to detect bushing migration, in accordance with Part I of the Accomplishment Instructions of EMBRAER Service Bulletin 190-57-0036, Revision 02, dated August 12, 2011 (for Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes); or EMBRAER Service Bulletin 190LIN-57-0016, dated June 10, 2011 (for Model ERJ 190-100 ECJ airplanes).

(1) If the distance of bushing migration is less than 5 millimeters (mm), repeat the measurement required by paragraph (g) of this AD thereafter at intervals not to exceed 100 flight cycles until the actions required by paragraph (h) of this AD are accomplished.

(2) If the distance of bushing migration is equal to or more than 5 mm, before further flight, do the actions required by paragraph (h) of this AD.

(h) Replacement of the MLG Side Stay Support Fitting Bushing

Within 1,200 flight cycles after the effective date of this AD, except as specified by the compliance time in paragraph (g)(2) of this AD: Replace the LH and RH MLG side stay support fitting bushing, in accordance with Part II and Part III, respectively, of the Accomplishment Instructions of EMBRAER Service Bulletin 190-57-0036, Revision 02, dated August 12, 2011 (for Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes); or EMBRAER Service Bulletin 190LIN-57-0016, dated June 10, 2011 (for Model ERJ 190-100 ECJ airplanes). Replacing the bushings terminates the repetitive measurements required by paragraph (g)(1) of this AD.

(i) MLG Side Stay and MLG Side Stay Support Assembly Inspection and Repair

At the applicable time specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD: Perform a detailed inspection for damage on the LH and RH MLG side stay support assembly, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 190-32-0043, Revision 02, dated August 23, 2011 (for Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes); or EMBRAER Service Bulletin 190LIN-32-0017, dated June 10, 2011 (for Model ERJ 190-100 ECJ airplanes). Do all applicable related investigative and corrective actions before further flight.

(1) For airplanes on which the actions specified in Part II and Part III of EMBRAER Service Bulletin 190-57-0036, or EMBRAER Service Bulletin 190LIN-57-0016, as applicable, have been done as of the effective date of this AD: Within 100 flight cycles after the effective date of this AD.

(2) For airplanes on which the actions specified in EMBRAER Service Bulletin 190-57-0036, or EMBRAER Service Bulletin 190LIN-57-0016, as applicable, have not been done as of the effective date of this AD; except for airplanes identified in paragraph (i)(3) of this AD: Within 1,200 flight cycles after the effective date of this AD.

(3) For airplanes on which the actions specified in EMBRAER Service Bulletin 190-32-0043, dated March 1, 2011, have been done as the effective date of this AD, and a repair of the MLG side stay support assembly was done if damage was found: Within 600 flight cycles after the effective date of this AD.

(j) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using EMBRAER Service Bulletin 190-57-0036, dated September 20, 2010; or EMBRAER Service Bulletin 190-57-0036, Revision 01, dated February 28, 2011; which are not incorporated by reference in this AD.

(2) This paragraph provides credit for the actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using EMBRAER Service Bulletin 190-32-0043, Revision 01, dated April 29, 2011, which is not incorporated by reference in 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, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Cindy Ashforth, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2768; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(l) 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 that it is not a revenue flight and it meets weight limitations requirements specified by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

(m) Related Information

(1) Refer to MCAI Brazilian Airworthiness Directive 2012-01-01, effective January 28, 2012, and the service information specified in paragraphs (m)(1)(i) through (m)(1)(iv) of this AD, for related information.

(i) EMBRAER Service Bulletin 190-32-0043, Revision 02, dated August 23, 2011.

(ii) EMBRAER Service Bulletin 190-57-0036, Revision 02, dated August 12, 2011.

(iii) EMBRAER Service Bulletin 190LIN-32-0017, dated June 10, 2011.

(iv) EMBRAER Service Bulletin 190LIN-57-0016, dated June 10, 2011.

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

(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) EMBRAER Service Bulletin 190-32-0043, Revision 02, dated August 23, 2011.

(ii) EMBRAER Service Bulletin 190-57-0036, Revision 02, dated August 12, 2011.

(iii) EMBRAER Service Bulletin 190LIN-32-0017, dated June 10, 2011.

(iv) EMBRAER Service Bulletin 190LIN-57-0016, dated June 10, 2011.

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

(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 May 17, 2013.

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



2013-11-12 Bombardier, Inc.: Amendment 39-17472. Docket No. FAA-2012-0930; Directorate Identifier 2011-NM-251-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 9, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model BD-100-1A10 (Challenger 300) airplanes, certificated in any category, having serial numbers 20003 through 20335 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 29, Hydraulic Power.

(e) Reason

This AD was prompted by reports of failure of a screw-cap or end cap of the hydraulic system accumulator while on the ground, which resulted in loss of use of that hydraulic system and high-energy impact damage to adjacent systems and structures. We are issuing this AD to prevent failure of a screw cap or end cap and loss of the related hydraulic system, which could result in damage to airplane structure and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Inspection

At the applicable time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Inspect the identification plate on the hydraulic system accumulator having part number (P/N) 900095-1 to determine if an "E" is part of the suffix of the serial number stamped on the identification plate, as listed in paragraph 2.B. of the Accomplishment Instructions of Bombardier Service Bulletin 100-29-14, dated December 16, 2010. A review of airplane maintenance records is acceptable in lieu of this inspection if the suffix of the serial number can be conclusively determined from that review.

(1) For an accumulator that has accumulated more than 3,150 total flight cycles as of the effective date of this AD, inspect that accumulator within 350 flight cycles after the effective date of this AD.

(2) For an accumulator that has accumulated 3,150 or fewer total flight cycles as of the effective date of this AD, inspect that accumulator before it has accumulated 3,500 total flight cycles.

(3) For an accumulator on which it is not possible to determine the total flight cycles accumulated as of the effective date of this AD, inspect that accumulator within 350 flight cycles after the effective date of this AD.

(h) Replacement

If, during the inspection required by paragraph (g) of this AD, any accumulator having P/N 900095-1 is found on which the letter "E" is not part of the suffix of the serial number on the identification plate: Before further flight, replace the accumulator with a new or serviceable accumulator, in accordance with paragraph 2.C. of the Accomplishment Instructions of Bombardier Service Bulletin 100-29-14, dated December 16, 2010.

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install on any airplane a hydraulic system accumulator having P/N 900095-1, on which the letter "E" is not part of the suffix of the serial number on the identification plate.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to the 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.

(k) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2011-41, dated October 31, 2011; and Bombardier Service Bulletin 100-29-14, dated December 16, 2010; for related information.

(l) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 100-29-14, dated December 16, 2010.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; Internet <http://www.bombardier.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA.

(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 May 22, 2013.

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



2013-11-13 Rolls-Royce plc (formerly Rolls-Royce (1971) Limited, Bristol Engine Division):
Amendment 39-17473; Docket No. FAA-2012-1331; Directorate Identifier 2012-NE-44-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 15, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) Viper Mk. 601-22 turbojet engines.

(d) Reason

This AD was prompted by a review carried out by RR of the lives of certain critical parts. We are issuing this AD to prevent failure of life-limited parts, damage to the engine, and damage to the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) After the effective date of this AD, remove the following parts before they reach their specified new, lower, life limits: compressor shaft, part number (P/N) V900766: 20,720 flight cycles since new (CSN); compressor rear stubshaft (center bearing hub), P/Ns V900007 and V900994: 9,600 flight CSN; combustion chamber outer casing, P/Ns V950013 and V950331: 32,000 flight CSN.

(2) After the effective date of this AD, do not install any part identified in paragraph (e)(1) of this AD into any engine, nor return any engine to service with the parts identified in paragraph (e)(1) of this AD installed, if the part exceeds the new, lower, life limit specified in paragraph (e)(1) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: Robert.Green@faa.gov.

(2) Refer to European Aviation Safety Agency Airworthiness Directive 2012-0243 (Correction: November 13, 2012), dated November 12, 2012, and RR Alert Service Bulletin 72-A206, dated November 2012, for related information.

(3) For service information identified in this AD, contact Defence Aerospace Communications at Rolls-Royce plc, P.O. Box 3, Gypsy Patch Lane, Filton, Bristol, BS347QE, United Kingdom; phone: 011-44-117-9791234; or email: http://www.rolls-royce.com/contact/defence_team.jsp. You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on May 28, 2013.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-11-14 The Boeing Company: Amendment 39-17474; Docket No. FAA-2012-1221; Directorate Identifier 2012-NM-151-AD.

(a) Effective Date

This AD is effective July 19, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200 and -300 series airplanes; certificated in any category; equipped with Pratt & Whitney PW4000 series engines; as identified in Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 54, Nacelles/pylons.

(e) Unsafe Condition

This AD was prompted by reports of hydraulic fluid contamination (including contamination caused by hydraulic fluid in its liquid, vapor, and/or solid (coked) form) found in the strut forward dry bay. We are issuing this AD to detect and correct hydraulic fluid contamination of the strut forward dry bay, which could result in hydrogen embrittlement of the titanium forward engine mount bulkhead fittings, and consequent inability of the fittings to carry engine loads, resulting in engine loss. Hydraulic embrittlement also could cause a through-crack formation across the fittings through which an engine fire could breach into the strut, resulting in an uncontained strut fire.

(f) Compliance

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

(g) Inspection

Except as provided by paragraph (h)(1) of this AD, at the times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012: Do a general visual inspection for hydraulic fluid contamination (including contamination caused by hydraulic fluid in its liquid, vapor, and/or solid (coked) form) of the interior of the strut forward dry bay, and do all applicable related investigative and corrective actions (including checking drain lines for blockage due to hydraulic fluid coking, and cleaning or replacing drain lines to allow drainage) if necessary, in accordance with the Accomplishment Instructions of Boeing Special Attention Service

Bulletin 777-54-0028, dated May 25, 2012, except as required by paragraph (h)(2) of this AD. Repeat the inspection thereafter at the times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012. Except as required by paragraph (h)(3) of this AD, do all applicable related investigative and corrective actions at the times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012.

(h) Exceptions to the Service Information

(1) Where the Compliance time column of paragraph 1.E., "Compliance," of Boeing Service Bulletin 777-54-0028, dated May 25, 2012, refers to the compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012, specifies to contact Boeing for repair: Except as required by paragraph (h)(3) of this AD, at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012, repair, using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(3) Where paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012, specifies a compliance time of "within 25 flight-cycles or 10 days, whichever occurs first," this AD requires compliance within 25 flight cycles or 10 days after the most recent inspection required by paragraph (g) of this AD, whichever occurs first.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

For more information about this AD, contact Kevin Nguyen, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6501; fax: 425-917-6590; email: kevin.nguyen@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Special Attention Service Bulletin 777-54-0028, dated May 25, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on May 24, 2013.

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



2013-12-02 Engine Alliance: Amendment 39-17479; Docket No. FAA-2012-1329; Directorate Identifier 2012-NE-46-AD.

(a) Effective Date

This AD is effective July 19, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Engine Alliance GP7270 and GP7277 turbofan engines with a high-pressure compressor (HPC) stage 6 disk, part number (P/N) 382-100-505-0, installed.

(d) Unsafe Condition

This AD was prompted by damage to the HPC stage 7-9 spool caused by failure of the baffle plate feature on affected HPC stage 6 disks. We are issuing this AD to prevent failure of the HPC stage 7-9 spool, uncontained engine failure, and damage to the airplane.

(e) Compliance

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

(f) Borescope Inspections

(1) For HPC stage 6 disks with fewer than 1,000 cycles- since- new (CSN) on the effective date of this AD, initially borescope inspect the baffle plate feature on the disk (360 degrees) before accumulating 1,500 CSN.

(2) For HPC stage 6 disks with 1,000 CSN or more on the effective date of this AD, initially borescope inspect the baffle plate feature on the disk (360 degrees) within the next 500 cycles-in-service (CIS).

(3) Thereafter, repetitively borescope inspect the baffle plate feature on the disk (360 degrees) within every 500 CIS.

(4) Remove the HPC stage 6 disk within 50 additional CIS, if the baffle plate feature is found cracked or missing material.

(g) Mandatory Removal From Service of Affected HPC Stage 6 Disks

At next HPC module exposure, but not to exceed 6,800 CSN on the HPC stage 6 disk, remove the HPC stage 6 disk, P/N 382-100-505-0, from the engine.

(h) Installation Prohibition

After the effective date of this AD, do not install any HPC stage 6 disk, P/N 382-100-505-0, into any HPC module.

(i) Definition

For the purpose of this AD, HPC module exposure is defined as disassembly of the compressor to where the HPC rotor assembly is removed and accessible.

(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 Martin Adler, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7157; fax: 781-238-7199; email: martin.adler@faa.gov.

(2) Engine Alliance Service Bulletin Nos. EAGP7-72-236, EAGP7-72-237, and EAGP7-72-240, pertain to the subject of this AD.

(3) For service information identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118, phone: 800-565-0140; Web site: <https://www.engineallianceportal.com>. 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.

(l) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 7, 2013.
Robert J. Ganley,
Acting Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-12-03 Rolls-Royce Deutschland Ltd & Co KG (Formerly Rolls-Royce Deutschland GmbH, formerly BMW Rolls-Royce GmbH): Amendment 39-17480; Docket No. FAA-2013-0458; Directorate Identifier 2013-NE-19-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-725A1-12 turbofan engines with fuel pump tube part number (P/N) FW64852 installed.

(d) Reason

This AD was prompted by the discovery that cracks have occurred in the affected fuel pump tube between the fuel metering unit and the main fuel pump. We are issuing this AD to prevent loss of fuel supply to the engine, which could result in in-flight engine shutdown of one or more engines, loss of thrust control and damage to the airplane.

(e) Actions and Compliance

Unless already done, within 15 days after the effective date of the AD, remove fuel pump tube P/N FW64852 and replace with a part eligible for installation. Guidance on removing the affected fuel pump tube can be found in RRD Service Bulletin SB-BR700-73-101847, dated May 17, 2013.

(f) Installation Prohibition

After the effective date of this AD, do not install fuel pump tube P/N FW64852 onto any engine or install an engine with fuel pump tube P/N FW64852 onto any aircraft.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7779; fax: 781-238-7199; email: frederick.zink@faa.gov.

(2) Refer to European Aviation Safety Agency AD 2013-0110, dated May 24, 2013, and Rolls-Royce Deutschland Ltd & Co KG Service Bulletin No. SB-BR700-73-101847, dated May 17, 2013, for related information.

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

(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.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 10, 2013.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.