

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT  
BIWEEKLY 2013-08**

*4/8/2013 - 4/21/2013*



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			
<b>Biweekly 2013-01</b>			
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
<b>Biweekly 2013-02</b>			
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
<b>Biweekly 2013-03</b>			
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

## LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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<b>Biweekly 2013-04</b>			
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
<b>Biweekly 2013-05</b>			
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
<b>Biweekly 2013-06</b>			
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
<b>Biweekly 2013-07</b>			
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
<b>Biweekly 2013-08</b>			
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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**2013-04-04 The Boeing Company:** Amendment 39-17361; Docket No. FAA-2012-0809; Directorate Identifier 2011-NM-135-AD.

**(a) Effective Date**

This AD is effective May 15, 2013.

**(b) Affected ADs**

This AD supersedes AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008).

**(c) Applicability**

(1) This AD applies to The Boeing Company Model 757-200, -200CB, -200PF, and -300 series airplanes; certificated in any category; equipped with Rolls-Royce RB211-535E engines.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/48E13CDFBBC32CF4862576A4005D308B?OpenDocument&Highlight=st01518se](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/48E13CDFBBC32CF4862576A4005D308B?OpenDocument&Highlight=st01518se)) does not affect the ability to accomplish the actions required by this AD. For airplanes on which STC ST01518SE 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 54, Nacelles/Pylons.

**(e) Unsafe Condition**

This AD results from reports of incorrectly installed washers under the attachment bolts of the aft hinge fittings of the thrust reversers. We are issuing this AD to prevent failure of the attachment bolts and consequent separation of a thrust reverser from the airplane during flight, which could result in structural damage to the airplane.

**(f) Compliance**

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

**(g) Retained Repetitive Inspections/Investigative and Corrective Actions**

This paragraph restates the requirements of paragraph (f) of AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008), with revised service information. At the time specified in paragraph 1.E. "Compliance," of Boeing Special Attention Service Bulletin 757-54-0049 or 757-54-0050, both dated July 16, 2007, as applicable; except as provided by paragraph (h) of this AD: Do a detailed inspection for signs of damage of the aft hinge fittings and attachment bolts of the thrust

reversers by doing all the actions, including all applicable related investigative and corrective actions, as specified in Part II of the Accomplishment Instructions of the applicable service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3); or paragraph (g)(4), (g)(5), or (g)(6) of this AD; as applicable. Do all applicable related investigative and corrective actions at the time specified in paragraph 1.E., "Compliance," of the applicable service bulletin identified in paragraph (g)(1) or (g)(4) of this AD. As of the effective date of this AD, only the service bulletin specified in paragraph (g)(3) or (g)(6) of this AD, as applicable, may be used to accomplish the actions required by this paragraph. If any damage is found and the service bulletin identified in paragraph (g)(1), (g)(2), (g)(3), (g)(4), (g)(5), or (g)(6) of this AD specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

(1) Boeing Special Attention Service Bulletin 757-54-0049, dated July 16, 2007.

(2) Boeing Special Attention Service Bulletin 757-54-0049, Revision 1, dated September 23, 2009.

(3) Boeing Special Attention Service Bulletin 757-54-0049, Revision 2, dated July 27, 2011.

(4) Boeing Service Bulletin 757-54-0050, dated July 16, 2007.

(5) Boeing Special Attention Service Bulletin 757-54-0050, Revision 1, dated October 7, 2009.

(6) Boeing Special Attention Service Bulletin 757-54-0050, Revision 2, dated July 27, 2011.

#### **(h) Retained Exception to Service Information**

This paragraph restates the requirements of paragraph (g) of AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008). Where Boeing Special Attention Service Bulletin 757-54-0049 or Boeing Service Bulletin 757-54-0050, both dated July 16, 2007; as applicable; specifies compliance times relative to the date on the service bulletin, this AD requires compliance within the specified compliance time after August 6, 2008 (the effective date of AD 2008-13-20).

#### **(i) Retained Optional Terminating Modification**

This paragraph restates the actions specified in paragraph (h) of AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008). Accomplishing the preventive modification identified in the service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3); or paragraph (g)(4), (g)(5), or (g)(6) of this AD; as applicable; terminates the repetitive inspections required by paragraph (g) of this AD.

#### **(j) Retained Concurrent Actions**

This paragraph restates the requirements of paragraph (i) of AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008). Prior to or concurrently with accomplishing the actions identified in the service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable, accomplish the replacement specified in Boeing Special Attention Service Bulletin 757-54-0015, Revision 3, dated September 19, 1996.

#### **(k) Retained Credit for Previous Actions**

This paragraph restates the provisions of paragraph (j) of AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008). This paragraph provides credit for the actions required by paragraph (j) of this AD, if those actions were performed before August 6, 2008 (the effective date AD 2008-13-20), using Boeing Service Bulletin 757-54-0015, dated February 16, 1989; Revision 1, dated December 20, 1990; or Revision 2, dated April 21, 1994 (which are not incorporated by reference in this AD).

**(l) New Requirements of This AD: Inspection of Washer Stack up Sequence/Corrective Action**

For Group 1, Configuration 2 airplanes identified in Boeing Special Attention Service Bulletins 757-54-0049 and 757-54-0050, Revision 2, both dated July 27, 2011: Within 3,000 flight cycles after the effective date of this AD, do a detailed inspection of the washers installed under the attachment bolts of the aft hinge fittings for correct installation sequence, in accordance with Part IV of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-54-0049 or 757-54-0050, both Revision 2, both dated July 27, 2011, as applicable. If an incorrect installation sequence is found, before further flight, remove and reinstall the washer stack up correctly, in accordance with Part III of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-54-0049 or 757-54-0050, Revision 2, both dated July 27, 2011, as applicable.

**(m) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraph (l) of this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757-54-0049, Revision 1, dated September 23, 2009; or Boeing Special Attention Service Bulletin 757-54-0050, Revision 1, dated October 7, 2009; as applicable.

**(n) Alternative Methods of Compliance (AMOCs)**

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

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

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

(4) AMOCs approved previously in accordance with AD 2008-13-20, Amendment 39-15583 (73 FR 37786, July 2, 2008), are approved as AMOCs for the corresponding provisions of this AD.

**(o) Related Information**

For more information about this AD, contact Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6440; fax: 425-917-6590; email: nancy.marsh@faa.gov.

**(p) Material Incorporated by Reference**

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

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

(3) The following service information was approved on May 15, 2013.

(i) Boeing Special Attention Service Bulletin 757-54-0049, Revision 2, dated July 27, 2011.

(ii) Boeing Special Attention Service Bulletin 757-54-0049, Revision 1, dated September 23, 2009.

(iii) Boeing Special Attention Service Bulletin 757-54-0050, Revision 2, dated July 27, 2011.

(iv) Boeing Special Attention Service Bulletin 757-54-0050, Revision 1, dated October 7, 2009.

(4) The following service information was approved for IBR on August 6, 2008 (73 FR 37786, July 2, 2008).

(i) Boeing Service Bulletin 757-54-0050, dated July 16, 2007.

(ii) Boeing Special Attention Service Bulletin 757-54-0015, Revision 3, dated September 19, 1996.

(iii) Boeing Special Attention Service Bulletin 757-54-0049, dated July 16, 2007.

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

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

(7) You may 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 February 8, 2013.

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



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**2013-05-04 Rolls-Royce plc:** Amendment 39-17376; Docket No. FAA-2013-0196; Directorate Identifier 2013-NE-03-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 30, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Rolls-Royce plc (RR) 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 that incorporate RR production Modification 72-G585 or modified in-service through RR Service Bulletin (SB) 72-G585, any revision, with a Module 33 installed having a serial number (S/N) prior to HC0320, except S/Ns HC0277, HC0281, HC0294, HC0301, HC0309, HC0313, HC0315, and HC0318.

**(d) Reason**

This AD was prompted by the failure of an oil pump drive shear neck due to a piston ring seal that was not seated properly in the intermediate pressure compressor rear stub shaft (IPC RSS) groove. We are issuing this AD to prevent failure of the oil pump drive shear neck, which could result in loss of oil pressure in one or more engines and reduced control of the airplane.

**(e) Actions and Compliance**

Unless already done, do the following.

(1) Within 50 engine flight cycles after the effective date of this AD, inspect the IPC RSS piston ring in accordance with the instructions of paragraph (d)(2) of RR Repeater Technical Variance 129978, Issue 2, dated December 20, 2012.

(2) For an engine that is not in service on the effective date of this AD, before returning the engine to service, inspect the IPC RSS piston ring on-wing in accordance with paragraph (d)(2) of RR Repeater Technical Variance 129978, Issue 2, dated December 20, 2012; or in shop using paragraph (d) of RR Repeater Technical Variance 129994, Issue 1, dated December 19, 2012.

(3) If, during the inspections required by paragraph (e) of this AD, you find that the piston ring seal is not seated properly in the IPC RSS groove or is not intact, replace the piston ring seal or piston ring assembly before returning the engine to service.

**(f) Credit for Previous Actions**

If you performed the inspection in paragraph (e) of this AD before the effective date of this AD in accordance with RR Repeater Technical Variance 129978, Issue 1, dated December 19, 2012; RR

Repeater Technical Variance 129940, Issue 1, dated December 20, 2012, or Airbus QSR RR/L/EN/12-0005, as applicable, you have met the inspection requirement of this AD.

**(g) 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.

**(h) Related Information**

(1) For more information about this AD, 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 MCAI European Aviation Safety Agency AD 2012-0273, dated December 21, 2012, for related information.

**(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) RR Repeater Technical Variance 129994, Issue 1, dated December 19, 2012.

(ii) RR Repeater Technical Variance 129978, Issue 2, dated December 20, 2012.

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

(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 March 1, 2013.

Robert J. Ganley,  
Acting Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2013-07-02 Airbus:** Amendment 39-17406. Docket No. FAA-2012-1105; Directorate Identifier 2012-NM-137-AD.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; certificated in any category; all manufacturer serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by fuel system reviews conducted by the manufacturer, which revealed that certain fuel pumps under certain conditions can create an ignition source in the fuel tank. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent 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) Modification**

Except as provided by paragraph (h) of this AD: Within 48 months after the effective date of this AD, modify the center tank fuel pump control circuit by installing ground fault interrupters (GFIs), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-28-1188, dated March 23, 2012.

**(h) Airplanes Excluded From Modification Requirement**

For airplanes on which Airbus Modification 150736 has been embodied in production, and on which no GFI has been permanently removed since first flight, the modification specified in paragraph (g) of this AD is not required.

**(i) Corrective Action for Failed Post-Modification Operational Test**

After accomplishment of the modification specified in paragraph (g) or (h) of this AD, each time a GFI fails an operational test, before further flight, replace the GFI or deactivate (make inoperative) the associated fuel pump, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

Note 1 to paragraph (i) of this AD: Guidance on the operational test specified in paragraph (i) of this AD can be found in Task 28.18.00/10, Operational Check of Centre Tank Fuel Pump GFI, of the Airbus A318/A319/A320/A321 Maintenance Review Board Report or Task 281800-710-801, Operational Check of Centre Tank Fuel Pump GFI, of the Airbus A318/A319/A320 Aircraft Maintenance Manual.

Note 2 to paragraph (i) of this AD: Guidance on the fuel pump deactivation specified in paragraph (i) of this AD can be found in Item 28-21-02, Center Tank Systems, of the FAA Master Minimum Equipment List for Airbus A318/A319/A320/A321.

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-1405; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(k) Related Information**

Refer to MCAI EASA Airworthiness Directive 2012-0198, dated September 26, 2012; and Airbus Service Bulletin A320-28-1188, dated March 23, 2012; 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) Airbus Service Bulletin A320-28-1188, dated March 23, 2012.

(ii) Reserved.

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

(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 March 28, 2013.

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



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**2013-07-03 Airbus:** Amendment 39-17407. Docket No. FAA-2012-0111; Directorate Identifier 2011-NM-089-AD.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, -213, -311, -312, and -313 airplanes; and Model A340-541 and Model A340-642 airplanes; certificated in any category; all manufacturer serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of cracks in the bogie pivot pin caused by material heating due to friction between the bogie pivot pin and bush, leading to chrome detachment and chrome dragging on the bogie pivot pin. We are issuing this AD to detect and correct cracks and damage to the main and central landing gear, which could result in the collapse of the landing gear and adversely affect the airplane's continued safe flight and landing.

**(f) Compliance**

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

**(g) Detailed Inspection**

Within 26 months after the effective date of this AD or 26 months after the first flight of the airplane, whichever occurs later, but no earlier than 12 months after the first flight of the airplane: Do a detailed inspection for degradation (i.e., loss of chromium plate, loose chromium, sharp edges) of the bogie pivot pins and for any cracks and damage of the pivot pin bushes of the main landing gear, and, as applicable, the central landing gear, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD. Repeat the inspection thereafter at intervals not to exceed 26 months. Accomplishment of an overhaul of the landing gear does not substitute the accomplishment of the inspection as required by this paragraph.

(1) Airbus Mandatory Service Bulletin A330-32-3240, Revision 02, including Appendices 01 and 02, dated December 2, 2011 (for Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, and Model A330-300 series airplanes).

(2) Airbus Mandatory Service Bulletin A340-32-4281, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-200 series airplanes and Model A340-300 series airplanes).

(3) Airbus Mandatory Service Bulletin A340-32-5096, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-541 airplanes and Model A340-642 airplanes).

**(h) Corrective Action for Any Pivot Pin Bush Found Cracked or Damaged**

If, during any inspection required by paragraph (g) of this AD, any pivot pin bush is found cracked or damaged: Before further flight, repair or replace the pivot pin bush with a new or serviceable pivot pin bush, in accordance with the Accomplishment Instructions of the applicable service bulletin specified paragraph (h)(1), (h)(2), or (h)(3) of this AD.

(1) Airbus Mandatory Service Bulletin A330-32-3240, Revision 02, including Appendices 01 and 02, dated December 2, 2011 (for Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, and Model A330-300 series airplanes).

(2) Airbus Mandatory Service Bulletin A340-32-4281, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-200 series airplanes and Model A340-300 series airplanes).

(3) Airbus Mandatory Service Bulletin A340-32-5096, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-541 airplanes and Model A340-642 airplanes).

**(i) Corrective Action for Any Bogie Pivot Pin Found With Degraded Chrome Plating**

If, during any inspection required by paragraph (g) of this AD, degraded chrome plating on any bogie pivot pin is found: Before further flight, do a non-destructive test (magnetic particle inspection) of the affected bogie pivot pin for corrosion and base metal cracks, in accordance with the Accomplishment Instructions of the applicable service bulletin specified paragraph (i)(1), (i)(2), or (i)(3) of this AD.

(1) Airbus Mandatory Service Bulletin A330-32-3240, Revision 02, including Appendices 01 and 02, dated December 2, 2011 (for Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, and Model A330-300 series airplanes).

(2) Airbus Mandatory Service Bulletin A340-32-4281, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-200 series airplanes and Model A340-300 series airplanes).

(3) Airbus Mandatory Service Bulletin A340-32-5096, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-541 airplanes and Model A340-642 airplanes).

**(j) Corrective Action for Any Bogie Pivot Pin Found Corroded or Found With Cracked Base Metal**

If, during the non-destructive test (magnetic particle inspection) specified in paragraph (i) of this AD, the bogie pivot pin is found corroded or the base metal is found cracked: Before further flight, repair or replace the bogie pin with a new or serviceable bogie pin, in accordance with the Accomplishment Instructions of the applicable service bulletin specified paragraph (j)(1), (j)(2), or (j)(3) of this AD.

(1) Airbus Mandatory Service Bulletin A330-32-3240, Revision 02, including Appendices 01 and 02, dated December 2, 2011 (for Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, and Model A330-300 series airplanes).

(2) Airbus Mandatory Service Bulletin A340-32-4281, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-200 series airplanes and Model A340-300 series airplanes).

(3) Airbus Mandatory Service Bulletin A340-32-5096, Revision 01, including Appendices 01 and 02, dated December 2, 2011 (for Model A340-541 airplanes and Model A340-642 airplanes).

**(k) No Terminating Action**

Accomplishment of the corrective actions required by paragraphs (h) and (j) of this AD does not terminate the repetitive inspections required by paragraph (g) of this AD.

**(l) Reporting Requirement**

Submit a one-time report of the findings (both positive and negative) of the inspections required by paragraphs (g) and (i) of this AD to Airbus, Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex France, ATTN: SDC32 Technical Data and Documentation Services; fax (+33) 5 61 93 28 06; email sb.reporting@airbus.com; at the applicable time specified in paragraph (l)(1) or (l)(2) of this AD. The report must include the inspection results and a description of any discrepancies found.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 90 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 90 days after the effective date of this AD.

**(m) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraphs (g) through (j) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (m)(1) through (m)(4) of this AD, which are not incorporated by reference in this AD.

(1) Airbus Mandatory Service Bulletin A330-32-3240, including Appendix 1, dated December 8, 2010 (for Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, and Model A330-300 series airplanes).

(2) Airbus Mandatory Service Bulletin A330-32-3240, including Appendix 1, Revision 01, dated May 4, 2011 (for Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, and Model A330-300 series airplanes).

(3) Airbus Mandatory Service Bulletin A340-32-4281, including Appendix 1, dated December 8, 2010 (for Airbus Model A340-200 series airplanes and Model A340-300 series airplanes).

(4) Airbus Mandatory Service Bulletin A340-32-5096, including Appendix 1, dated December 8, 2010 (for Model A340-541 airplanes and Model A340-642 airplanes).

**(n) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1138; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC,

notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

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

### **(o) Related Information**

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2012-0053, dated March 30, 2012, and the service information specified in paragraphs (o)(1) through (o)(3) of this AD, for related information.

(1) Airbus Mandatory Service Bulletin A330-32-3240, Revision 02, including Appendices 01 and 02, dated December 2, 2011.

(2) Airbus Mandatory Service Bulletin A340-32-4281, Revision 01, including Appendices 01 and 02, dated December 2, 2011.

(3) Airbus Mandatory Service Bulletin A340-32-5096, Revision 01, including Appendices 01 and 02, dated December 2, 2011.

### **(p) Material Incorporated by Reference**

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

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

(i) Airbus Mandatory Service Bulletin A330-32-3240, Revision 02, including Appendices 01 and 02, dated December 2, 2011.

(ii) Airbus Mandatory Service Bulletin A340-32-4281, Revision 01, including Appendices 01 and 02, dated December 2, 2011.

(iii) Airbus Mandatory Service Bulletin A340-32-5096, Revision 01, including Appendices 01 and 02, dated December 2, 2011.

(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](mailto: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 March 28, 2013.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2013-07-04 Airbus:** Amendment 39-17408. Docket No. FAA-2012-1036; Directorate Identifier 2011-NM-122-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 20, 2013.

**(b) Affected ADs**

This AD supersedes AD 2007-05-13, Amendment 39-14974 (72 FR 10348, March 8, 2007).

**(c) Applicability**

This AD applies to Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers.

**(d) Subject**

Air Transport Association (ATA) of America Code 25, Equipment/Furnishings.

**(e) Reason**

This AD was prompted by results from tests that have shown that the attachment points of the YZ-latches of the cargo loading system (CLS) fail under maximum loads and reports that installation has been applied only on one of the lower deck cargo holds, instead of on both forward and aft cargo holds, and that some airplanes could have installed the affected YZ-latches through the instructions of the cargo conversion manual. We are issuing this AD to prevent failure of the attachment points of the YZ-latches, which could result in unrestrained cargo causing damage to the fire protection system, hydraulic system, electrical wiring, or other equipment located in the forward and aft cargo compartments. This damage could adversely affect the continued safe flight of the airplane.

**(f) Compliance**

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

**(g) Retained Spacer Assembly Installation**

This paragraph restates the requirements of paragraph (f) of AD 2007-05-13, Amendment 39-14974 (72 FR 10348, March 8, 2007). For Airbus Model A319, A320, and A321 series airplanes identified in paragraphs (g)(1) and (g)(2) of this AD: Within 36 months after April 12, 2007 (the effective date of AD 2007-05-13), install spacer assemblies at the attachment points of the YZ-latches of the CLS in the forward and aft cargo compartments, as applicable, in accordance with the

Accomplishment Instructions of Airbus Service Bulletin A320-25-1294, Revision 02, dated September 5, 2006. Accomplishing the actions in paragraph (h) of this AD terminates the requirements of paragraph (g) of this AD.

(1) Airplanes on which one of the following has been incorporated in production: Airbus Modification 20065, 20040, 24495, 24848, 24496, 21895, 21896, 25905, 25907, 22601, 22602, 27187, 28319, 28322, 28330, 28335, or 31797.

(2) Airplanes on which one of the following has been incorporated in service: Airbus Service Bulletin A320-25-1132, A320-25-1133, A320-25-1145, A320-25-1175, A320-25-1177, A320-25-1276, A320-25-1278, A320-28-1134, or A320-28-1141.

### **(h) New Modification**

Except for Model A319, A320, and A321 series airplanes on which both Airbus Modifications 32244 and 32245, or both Airbus Modifications 32316 and 32317, have been incorporated in production, and on which no YZ-latch replacements have been made since first flight: Within 20 months after the effective date of this AD, modify the attachment points of fixed YZ-latches of the CLS, having a part number (P/N) listed in paragraphs (h)(1) through (h)(7) of this AD, in both forward and aft lower deck cargo holds by adding spacer assemblies having P/N D2557232700000, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25-1294, Revision 06, dated July 23, 2010. Accomplishing the actions specified in paragraph (h) of this AD terminates the requirements of paragraph (g) of this AD.

- (1) P/N D 255 7 2380 000.
- (2) P/N D 255 7 2380 002.
- (3) P/N D 255 7 2380 006.
- (4) P/N D 255 7 2380 008.
- (5) P/N D 255 7 2350 002.
- (6) P/N D 255 7 2350 004.
- (7) P/N D 255 7 2350 006.

### **(i) Parts Installation Limitation**

As of the effective date of this AD, no person may install, on the CLS of any airplane, a YZ-latch having a part number listed in paragraphs (h)(1) through paragraph (h)(7) of this AD, unless it has been modified in accordance with the requirements of paragraph (h) of this AD.

### **(j) Credit for Previous Actions**

(1) This paragraph provides credit for the installation required by paragraph (g) of this AD, if the installation was performed before April 12, 2007 (the effective date of AD 2007-05-13, Amendment 39-14974 (72 FR 10348, March 8, 2007), using Airbus Service Bulletin A320-25-1294, dated March 14, 2003; or Revision 01, dated March 27, 2006. Neither service bulletin is incorporated by reference in this AD.

(2) This paragraph provides credit for the modification required by paragraph (h) of this AD, if the modification was performed before the effective date of this AD using any of the following service information, and the additional work is done in accordance with the applicable instructions referenced as "ADDITIONAL WORK" in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25-1294, Revision 06, dated July 23, 2010.

- (i) Airbus Service Bulletin A320-25-1294, dated March 14, 2003.
- (ii) Airbus Service Bulletin A320-25-1294, Revision 01, dated March 27, 2006.
- (iii) Airbus Service Bulletin A320-25-1294, Revision 02, dated September 5, 2006.
- (iv) Airbus Mandatory Service Bulletin A320-25-1294, Revision 03, dated January 22, 2007.
- (v) Airbus Mandatory Service Bulletin A320-25-1294, Revision 04, dated March 13, 2008.

(vi) Airbus Mandatory Service Bulletin A320-25-1294, Revision 05, dated January 22, 2009.

**(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: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-1405; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(l) Related Information**

(1) Refer to MCAI European Aviation Safety Agency AD 2011-0077, dated May 5, 2011; and the following service information; for related information.

(i) Airbus Mandatory Service Bulletin A320-25-1294, Revision 06, dated July 23, 2010.

(ii) Airbus Service Bulletin A320-25-1294, Revision 02, dated September 5, 2006.

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

**(m) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on May 20, 2013.

(i) Airbus Mandatory Service Bulletin A320-25-1294, Revision 06, dated July 23, 2010.

(ii) Reserved.

(4) The following service information was approved for IBR on of April 12, 2007 (72 FR 10348, March 8, 2007).

(i) Airbus Service Bulletin A320-25-1294, Revision 02, dated September 5, 2006.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on March 28, 2013.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2013-07-07 The Boeing Company:** Amendment 39-17411; Docket No. FAA-2012-0933; Directorate Identifier 2012-NM-107-AD.

**(a) Effective Date**

This AD is effective May 20, 2013.

**(b) Affected ADs**

This AD affects certain requirements of AD 2004-05-19, Amendment 39-13514 (69 FR 10921, March 9, 2004; corrected April 13, 2004 (69 FR 19313)).

**(c) Applicability**

(1) This AD applies to all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/408E012E008616A7862578880060456C?OpenDocument&Highlight=st00830se](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/408E012E008616A7862578880060456C?OpenDocument&Highlight=st00830se)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17. For all other AMOC requests, the operator must request approval for an AMOC in accordance with the procedures specified in paragraph (k) of this AD.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55, Stabilizers.

**(e) Unsafe Condition**

This AD was prompted by reports of an incorrect procedure used to apply the wear and corrosion protective surface coating to attach pins of the horizontal stabilizer rear spar. We are issuing this AD to prevent premature failure of the attach pins, which could cause reduced structural integrity of the horizontal stabilizer to fuselage attachment, resulting in loss of control of the airplane.

**(f) Compliance**

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

**(g) Part Number (P/N) Inspection**

For airplanes having line numbers 1 through 3534 inclusive: Before the accumulation of 56,000 total flight cycles, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later, inspect to determine the part number of the attach pins of the horizontal stabilizer rear spar. A

review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the attach pin can be conclusively determined from that review.

**(h) Replacement**

If, during the inspection required by paragraph (g) of this AD, any horizontal stabilizer rear spar attach pin has P/N 180A1612-3 or 180A1612-4, prior to the accumulation of 56,000 total flight cycles on the pin, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later, replace with a new attach pin having P/N 180A1612-7 or 180A1612-8, respectively, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-55-1093, dated April 9, 2012.

**(i) Parts Installation Limitation and Prohibition**

(1) For airplanes having line numbers 1 through 3534 inclusive: As of the effective date of this AD, no person may install an attach pin of the horizontal stabilizer rear spar having P/N 180A1612-3 or 180A1612-4 on any airplane; unless the actions required by paragraph (g) and (h) of this AD have been done on that airplane.

(2) For airplanes having line numbers 3535 and subsequent: As of the effective date of this AD, no person may install an attach pin of the horizontal stabilizer rear spar having P/N 180A1612-3 or 180A1612-4 on any airplane.

**(j) Terminating Action for AD 2004-05-19, Amendment 39-13514 (69 FR 10921, March 9, 2004; corrected April 13, 2004 (69 FR 19313))**

Accomplishment of the actions required by paragraphs (g) and (h) of this AD terminates the requirements of paragraphs (a), (b), (c), (d), and (e) of AD 2004-05-19, Amendment 39-13514 (69 FR 10921, March 9, 2004; corrected April 13, 2004 (69 FR 19313)) for the rear spar attach pins only.

**(k) Alternative Methods of Compliance (AMOCs)**

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

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

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

**(l) Related Information**

For more information about this AD, contact Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6440; fax: 425-917-6590; email nancy.marsh@faa.gov.

**(m) Material Incorporated by Reference**

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

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

(i) Boeing Special Attention Service Bulletin 737-55-1093, dated April 9, 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 March 28, 2013.

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



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**2013-07-08 The Boeing Company:** Amendment 39-17412; Docket No. FAA-2011-1094; Directorate Identifier 2011-NM-070-AD.

**(a) Effective Date**

This AD is effective May 20, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 757-200, 757-200PF, and 757-200CB series airplanes, certificated in any category, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; and Model 757-300 series airplanes, certificated in any category, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012.

**(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 that inspections of the wing center section revealed defective, misapplied, or missing secondary fuel vapor barriers on the center fuel tank. We are issuing this AD to detect and correct defective surfaces and insufficient thickness of the secondary fuel barrier, which could allow fuel leaks or fumes into the pressurized cabin, and allow fuel or fuel vapors to come in contact with an ignition source, which could result in a fire or an explosion.

**(f) Compliance**

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

**(g) Detailed Inspection**

For Group 1, Group 2, and Group 4, Configuration 1 airplanes, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; and Group 1 and Group 3, Configuration 1 airplanes, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012: Within 72 months after the effective date of this AD, do a detailed inspection to detect discrepancies of the secondary fuel barrier at the front spar and the upper panel of the wing center section, and if any discrepancy exists, repair before further flight; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable.

**(h) Inspection of Minimum Application Coverage Area**

For Group 3 airplanes, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; and Group 2 airplanes, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012: Within 72 months after the effective date of this AD, do a detailed inspection of the front spar to ensure the secondary fuel barrier application covers the minimum area specified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable. If the secondary fuel barrier does not cover the minimum specified area, apply more secondary fuel barrier before further flight, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable.

**(i) Measurement of Thickness of Secondary Fuel Barrier**

For Group 1, Group 2, and Group 4, Configuration 1, airplanes, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; and for Group 1 and Group 3, Configuration 1, airplanes, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012: Within 72 months after the effective date of this AD, measure the thickness of the secondary fuel barrier. If the thickness is less than or more than the acceptable limits defined in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable; apply more secondary fuel barrier or repair before further flight, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable.

**(j) Records Review or Measurement of Thickness of Secondary Fuel Barrier**

For Group 4, Configuration 2, airplanes, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; and Group 3, Configuration 2, airplanes, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012: Within 72 months, review the maintenance records to determine if there was a minimum of 0.005 inch of new secondary fuel barrier applied, or if the thickness of the secondary fuel barrier cannot be determined from the maintenance records, measure the thickness of the secondary fuel barrier. If the thickness is less than or more than the acceptable limits specified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable; apply more secondary fuel barrier or repair before further flight, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; or Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; as applicable.

**(k) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraphs (g), (h), (i), and (j) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (k)(1) through (k)(4) of this AD, which are not incorporated by reference in this AD.

(1) For Group 3 airplanes, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012: Boeing Service Bulletin 757-57-0060, Revision 1, dated April 10, 2003; or Boeing Service Bulletin 757-57-0060, dated January 9, 2003.

(2) For all airplanes, as identified in Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; Boeing Service Bulletin 757-57-0060, Revision 2, dated May 24, 2007; or Boeing Service Bulletin 757-57-0060, Revision 3, dated May 9, 2012.

(3) For all airplanes, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; Boeing Service Bulletin 757-57-0061, Revision 1, dated May 24, 2007; or Boeing Service Bulletin 757-57-0061, Revision 2, dated May 4, 2012.

(4) For Group 2 airplanes, as identified in Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; Boeing Service Bulletin 757-57-0061, dated February 6, 2003.

### **(l) No Reporting Requirement**

Although Boeing Service Bulletin 757-57-0060, Revision 4, dated December 7, 2012; and Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012; specify to submit certain information to the manufacturer, this AD does not include that requirement.

### **(m) 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: - 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.

### **(n) Related Information**

(1) For more information about this AD, contact Kevin Nguyen, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: (425) 917-6501; fax: (425) 917-6590; email: kevin.nguyen@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, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

### **(o) 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 757-57-0060, Revision 4, dated December 7, 2012.

(ii) Boeing Service Bulletin 757-57-0061, Revision 3, dated December 7, 2012.

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

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

(5) You may view copies of 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 March 29, 2013.

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



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**2013-07-09 The Boeing Company:** Amendment 39-17413 ; Docket No. FAA-2010-1042;  
Directorate Identifier 2010-NM-094-AD.

**(a) Effective Date**

This AD is effective May 20, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

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

(1) Model 737-700, -700C, -800, and -900ER series airplanes, as identified in Boeing Alert Service Bulletin 737-35A1121, Revision 1, dated November 7, 2011.

(2) Model 747-400F series airplanes, as identified in Boeing Alert Service Bulletin 747-35A2126, Revision 1, dated September 29, 2011.

(3) Model 767-200 and -300 series airplanes, as identified in Boeing Alert Service Bulletin 767-35A0057, Revision 1, dated November 17, 2011.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 35, Oxygen.

**(e) Unsafe Condition**

This AD was prompted by reports indicating that certain crew oxygen mask stowage box units were possibly delivered with a burr in the inlet fitting. The burr might break loose during test or operation, and might pose an ignition source or cause an inlet valve to jam. We are issuing this AD to prevent an ignition source, which could result in an oxygen-fed fire; or an inlet valve jam in a crew oxygen mask stowage box unit, which could result in restricted flow of oxygen.

**(f) Compliance**

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

**(g) Inspection and Corrective Action**

Within 24 months after the effective date of this AD: Do a general visual inspection to determine if the serial number of the crew oxygen mask stowage box unit is identified in the Appendix of Intertechnique Service Bulletin MXP1/4-35-175,

Revision 2, dated May 10, 2011, in accordance with the Accomplishment Instructions of the applicable Boeing alert service bulletin specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD. A review of airplane maintenance records is acceptable in lieu of this inspection if the serial number of the crew oxygen mask stowage box unit can be conclusively determined from that review.

(1) If any crew oxygen mask stowage box unit has a serial number identified in table 1 of the Appendix of Intertechnique Service Bulletin MXP1/4-35-175, Revision 2, dated May 10, 2011: Before further flight, replace the crew oxygen mask stowage box unit with a new or serviceable unit, in accordance with the Accomplishment Instructions of the applicable Boeing alert service bulletin specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD.

(2) If any crew oxygen mask stowage box unit has a serial number identified in table 2 of the Appendix of Intertechnique Service Bulletin MXP1/4-35-175, Revision 2, dated May 10, 2011: Before further flight, add the letter "I" to the end of the serial number (identified as "SER") on the identification label, in accordance with the Accomplishment Instructions of Intertechnique Service Bulletin MXP1/4-35-175, Revision 2, dated May 10, 2011; and reinstall in accordance with the Accomplishment Instructions of the applicable Boeing alert service bulletin specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD.

(3) If no crew oxygen mask stowage box unit has a serial number identified in the Appendix of Intertechnique Service Bulletin MXP1/4-35-175, Revision 2, dated May 10, 2011: Unless a records review was done to determine the serial number, before further flight, reinstall the crew oxygen mask stowage box unit, in accordance with the Accomplishment Instructions of the applicable Boeing alert service bulletin specified in paragraph (c)(1), (c)(2), or (c)(3) of this AD.

#### **(h) Parts Installation Prohibition**

As of the effective date of this AD, no person may install a crew oxygen mask stowage box unit with a serial number listed in the Appendix of Intertechnique Service Bulletin MXP1/4-35-175, Revision 2, dated May 10, 2011, on any airplane.

#### **(i) Alternative Methods of Compliance (AMOCs)**

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

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

#### **(j) Related Information**

For more information about this AD, contact Susan L. Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6457; fax: 425-917-6590; email: susan.l.monroe@faa.gov.

#### **(k) Material Incorporated by Reference**

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

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

(i) Boeing Alert Service Bulletin 737-35A1121, Revision 1, dated November 7, 2011.

(ii) Boeing Alert Service Bulletin 747-35A2126, Revision 1, dated September 29, 2011.

(iii) Boeing Alert Service Bulletin 767-35A0057, Revision 1, dated November 17, 2011.

(iv) Intertechnique Service Bulletin MXP1/4-35-175, Revision 2, dated May 10, 2011.

(3) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>. For Intertechnique service information identified in this AD, contact Zodiac, 2, rue Maurice Mallet-92137 Issy-les-Moulineaux Cedex, France; telephone +33 1 41 23 23 23; fax +33 1 46 48 83 87; Internet <http://www.zodiac.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 March 29, 2013.

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



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**2013-07-10 International Aero Engines AG:** Amendment 39-17414; Docket No. FAA-2012-1217; Directorate Identifier 2012-NE-39-AD.

**(a) Effective Date**

This AD is effective May 20, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to International Aero Engines AG (IAE), V2525-D5 and V2528-D5 turbofan engines, serial numbers V20001 through V20285, with No. 4 bearing internal scavenge tube, part number (P/N) 2A2074-01, and No. 4 bearing external scavenge tube, P/N 6A5254, installed.

**(d) Unsafe Condition**

This AD was prompted by a report of an engine under-cowl fire and commanded in-flight shutdown. We are issuing this AD to prevent engine fire and damage to the airplane.

**(e) Compliance**

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

**(f) No. 4 Bearing Internal Scavenge Tube, P/N 2A2074-01, Replacement**

Replace the No. 4 bearing internal scavenge tube, P/N 2A2074-01, at each combustor module-level exposure after the No. 4 bearing internal scavenge tube has accumulated 10,000 flight cycles (FCs) since new. If the FCs on the tube cannot be confirmed, replace the tube at each combustor module-level exposure.

**(g) No. 4 Bearing External Scavenge Tube, P/N 6A5254, Installation**

At each installation, check the alignment of the No. 4 bearing external scavenge tube, P/N 6A5254, in accordance with paragraph 3.A. PART 2, of IAE Non-Modification Service Bulletin (NMSB) No. V2500-ENG-72-0630, Revision 1, dated September 20, 2012. If the tube is misaligned, replace with a new tube.

**(h) Definition**

Combustor module-level exposure is defined as separation of the combustor case and the compressor case flanges.

**(i) 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.

**(j) Related Information**

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.

**(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) International Aero Engines AG Non-Modification Service Bulletin No. V2500-ENG-72-0630, Revision 1, dated September 20, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact International Aero Engines AG, 628 Hebron Avenue, Suite 400, Glastonbury, CT 06033; phone: 860-368-3823; fax: 860-755-6876.

(4) 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.

(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 March 3, 2013.

Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2013-07-11 The Boeing Company:** Amendment 39-17415; Docket No. FAA-2012-0497; Directorate Identifier 2011-NM-140-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective May 20, 2013.

**(b) Affected ADs**

This AD supersedes AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009).

**(c) Applicability**

This AD applies to The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes; certificated in any category; as identified in Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a determination that scribe lines could occur where external decals are installed or removed across lap joints, large cargo door hinges, or external doublers. We are issuing this AD to detect and correct scribe lines which can develop into fatigue cracks in the skin. Undetected fatigue cracks can grow and cause sudden decompression of the airplane.

**(f) Compliance**

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

**(g) Retained Inspection**

This paragraph restates the requirements of paragraph (g) of AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009), with new service information and a new exception.

(1) At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008, except as provided in paragraphs (h) and (j) of this AD: Do detailed exploratory inspections for scribe lines in the skin along lap joints, butt joints, certain external doublers, and the large cargo door hinges, except as specified in paragraph (n)(3) of this AD. Do all applicable related investigative and corrective actions at the times specified in Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008, by accomplishing all actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008;

or Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010; except as specified in paragraphs (i) and (n)(3) of this AD. As of the effective date of this AD, use only Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, to do the actions required by this paragraph.

(2) The inspection exceptions described in NOTES 1.- 5. in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008; and NOTES 1. through 6. in paragraph 1.E., "Compliance," of Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010; apply to paragraph (g)(1) of this AD.

#### **(h) Retained Exception to Service Bulletin Compliance Time**

This paragraph restates the requirements of paragraph (h) of AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009). Where Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008, specifies a compliance time after the date on that service bulletin, paragraph (g) of this AD requires compliance within the specified compliance time after January 4, 2010 (the effective date of AD 2009-24-08).

#### **(i) Retained Exception to Service Bulletin Contact Information**

This paragraph restates the requirements of paragraph (i) of AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009), with new service information. Where Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008; and Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010; specify to contact Boeing for appropriate action, accomplish applicable actions using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

#### **(j) Retained Exception to Service Bulletin Inspection Instructions**

This paragraph restates the requirements of paragraph (j) of AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009). Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008, specifies to "contact Boeing for inspection requirements for operation beyond 60,000 total flight-cycles after first repaint," for those airplanes, this AD requires contacting the Manager, Seattle Aircraft Certification Office (ACO), for all inspection requirements of this AD and for doing the requirements.

#### **(k) Retained Reporting**

This paragraph restates the requirements of paragraph (k) of AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009). At the applicable time specified in paragraph (k)(1) or (k)(2) of this AD: Submit a report of positive findings of cracks found during the inspection required by paragraphs (g) and (m) of this AD to the Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Alternatively, operators may submit reports to their Boeing field service representatives. The report must contain, at a minimum, the inspection results, a description of any discrepancies found, the airplane serial number, and the number of flight cycles and flight hours on the airplane.

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

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

**(l) New Inspection for External Decals**

Within 24 months after the effective date of this AD; or at the applicable time specified for inspection of external doubler, lap joint, or large cargo door hinge locations in Tables 1 through 6 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010; whichever is later: Inspect to determine the locations where external decals have been applied or removed across affected lap joints, large cargo door hinges, and external doublers, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, except as specified in paragraph (n)(3) of this AD. A review of airplane maintenance records is acceptable in lieu of this inspection if a record of all decal activities (installation or removal locations) can be conclusively determined from that review.

**(m) New Inspection for Scribe Lines and Related Investigative and Corrective Actions**

If, during the inspection required by paragraph (l) of this AD, any location is found where external decals have been applied or removed across lap joints, large cargo door hinges, or external doublers: Before further flight, do a detailed exploratory inspection for scribe lines at all affected locations, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, except as specified in paragraph (n)(3) of this AD. Do all applicable related investigative and corrective actions at the times specified in Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, by accomplishing all actions specified in the Accomplishment Instructions of Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, except as provided by paragraphs (i) and (n)(3) of this AD.

**(n) Exceptions to Service Information**

(1) Where Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, specifies a compliance time after the date on that service bulletin, paragraphs (l) and (m) of this AD require compliance within the specified compliance time after the effective date of this AD.

(2) Where paragraph 1.E., "Compliance," of Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, specifies to "contact Boeing for inspection requirements for operation beyond 60,000 total flight-cycles after first repaint," for those airplanes, this AD requires contacting the Manager, Seattle ACO, for all inspection requirements of this AD and for doing the requirements.

(3) Where Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010, specifies to "Put the airplane back to a serviceable condition," this AD does not require that action.

**(o) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraph (m) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008.

**(p) Paperwork Reduction Act Burden Statement**

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

the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(q) 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 Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved for AD 2009-24-08, Amendment 39-16096 (74 FR 62217, November 27, 2009), are approved as AMOCs for the corresponding provisions of this AD, except that AMOCs approved for AD 2009-24-08 are not approved for fuselage areas where any decals may have been installed or removed on airplanes that have never been stripped or repainted since they left the factory.

**(r) Related Information**

For more information about this AD, contact Melanie Violette, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6422; fax: 425-917-6590; email: MelanieViolette@faa.gov.

**(s) 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 May 20, 2013.

(i) Boeing Service Bulletin 777-53A0054, Revision 1, dated November 4, 2010.

(ii) Reserved.

(4) The following service information was approved for IBR on January 4, 2010 (74 FR 62217, November 27, 2009).

(i) Boeing Alert Service Bulletin 777-53A0054, dated August 7, 2008.

(ii) Reserved.

(5) 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; phone: 206-544-5000, extension 1; fax: 206-766-5680; Internet: <https://www.myboeingfleet.com>.

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

(7) You may 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 March 29, 2013.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2013-07-13 Dassault Aviation:** Amendment 39-17417. Docket No. FAA-2013-0306; Directorate Identifier 2013-NM-049-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 6, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Dassault Aviation Model Falcon 7X airplanes, certificated in any category, all serial numbers (S/Ns).

**(d) Subject**

Air Transport Association (ATA) of America Code 35, Oxygen.

**(e) Reason**

This AD was prompted by failure of the flight crew oxygen supply due to a potentially defective flight crew mask oxygen assembly. We are issuing this AD to prevent failure to supply oxygen upon demand to the flight crew in flight in "100%" and "Emergency" modes which, in an emergency, may result in incapacitation of the flight crew.

**(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) Airplanes Excluded from Certain Requirements**

Airplanes equipped with flight crew mask oxygen assembly part number (P/N) MSE30-005-3-8 and a stowage box P/N CSD 30-005-3-8 with S/N 1013 or higher, or serial number below 1013 with the suffix "-A," are not subject to the requirements of paragraphs (h), (i), and (l) of this AD.

**(h) Revision of Aircraft Flight Manual (AFM)**

Within 14 days after the effective date of this AD, revise the Normal Procedures and Limitations sections of the Dassault Falcon Aircraft Flight Manual (AFM) to include the statement provided in Figure 1 to paragraph (h) of this AD, and thereafter operate the airplane accordingly. The AFM revision may be done by inserting a copy of this AD into the AFM.

### Quick Donning Oxygen Mask Additional Test

#### NOTE

The O2 mask additional test is designed to verify the ability to breathe with the O2 mask donned.

It has to be performed after completion of the oxygen mask test as described in QRH1 « Power On » section 15-20.

#### **O2 MASK ADDITIONAL TEST PROCEDURE:**

Make sure that the PRESS TO TEST knob is on the 100% position

- Remove the mask from the stowage box
- Depress the inflation controls (red tabs) to inflate the harness
- Position the mask onto the head
- Take a few breaths
- **If the test is successful:**
  - Breathing is free and unrestricted
  - The pneumatic blinker (yellow cross) appears and disappears according to the breathing frequency
- Store the mask in the stowage box when test is completed

#### NOTE

Refer to CODDE 1 ATA 35 subchapters 02-35-10 and 02-35-40 for quick donning mask operation and stowage

Note 1 to paragraph (h) of this AD: When a statement identical to that in Figure 1 to paragraph (h) of this AD has been included in the Normal Procedures and Limitations sections of the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

### **(i) Operational Test**

After revising the AFM as required by paragraph (h) of this AD: At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, do an operational test of the flight crew mask oxygen assembly, using the procedure in the “Quick Donning Oxygen Mask Additional Test” specified in Figure 1 to paragraph (h) of this AD.

(1) For any flight crew mask oxygen assembly that has accumulated less than 50 total flight hours: Do the operational test before each flight.

(2) For any flight crew mask oxygen assembly that has accumulated 50 or more total flight hours: Do the operational test one time, before further flight.

**(j) Corrective Actions**

If any operational test specified in paragraph (i) of this AD is not successful: Before further flight, replace the affected stowage box with a serviceable stowage box, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin 7X-241, dated March 7, 2013, except dispatch of the airplane with the third crew oxygen mask inoperative is allowed as specified in the Master Minimum Equipment List (MMEL) Item 35-3.

**(k) Definition**

For purposes of this AD, a serviceable stowage box has P/N CSD 30-005-3-8 with any S/N 1013 or higher, or any serial number below 1013 with the suffix “-A.”

**(l) Terminating Action**

Except as required by paragraph (j) of this AD, at the applicable time specified in paragraph (l)(1) or (l)(2) of this AD, replace any non-serviceable stowage box with a serviceable stowage box, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin 7X-241, dated March 7, 2013. Replacement of all affected stowage boxes terminates the requirements of paragraphs (h) and (i) of this AD, and the AFM revision required by paragraph (h) of this AD may be removed from the AFM.

(1) For a stowage box that has accumulated less than 50 total flight hours as of the effective date of this AD: Replace the stowage box within 8 days after the AFM revision required by paragraph (h) of this AD.

(2) For a stowage box that has accumulated 50 or more total flight hours as of the effective date of this AD: Replace the stowage box within 65 days after the AFM revision required by paragraph (h) of this AD.

**(m) Parts Installation Prohibition**

As of the effective date of this AD, no person may install a non-serviceable flight crew oxygen mask stowage box any airplane.

**(n) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: 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 refer to 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 ensure the product is airworthy before it is returned to service.

**(o) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) emergency European Aviation Safety Agency (EASA) Airworthiness Directive 2013-0059-E, dated March 8, 2013; and Dassault Mandatory Service Bulletin 7X-241, dated March 7, 2013; for related information.

**(p) Material Incorporated by Reference**

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

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

(i) Dassault Mandatory Service Bulletin 7X-241, dated March 7, 2013.

(ii) Reserved.

(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 April 3, 2013.

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



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**2013-08-02 The Boeing Company:** Amendment 39-17419; Docket No. FAA-2012-0803; Directorate Identifier 2011-NM-214-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective May 24, 2013.

**(b) Affected ADs**

This AD supersedes AD 2007-26-05, Amendment 39-15307 (72 FR 71212, December 17, 2007).

**(c) Applicability**

This AD applies to The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55, Stabilizers.

**(e) Unsafe Condition**

This AD was prompted by a report of a cracked left elevator actuator fitting, and the recent determination that certain incorrect torque values had been specified for an alternative method of compliance intended to terminate the requirements of AD 2007-26-05, Amendment 39-15307 (72 FR 71212, December 17, 2007). We are issuing this AD to detect and correct a cracked actuator fitting or incorrectly installed bolts to the actuator fitting, which could lead to the elevator becoming detached and unrestrained, and a consequent unacceptable flutter condition and loss of control of the airplane.

**(f) Compliance**

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

**(g) Retained Inspections and Corrective Actions With Revised Service Information**

This paragraph restates the inspections and corrective actions required by paragraph (f) of AD 2007-26-05, Amendment 39-15307 (72 FR 71212, December 17, 2007), with revised service information.

(1) Except as provided by paragraph (j)(2) of this AD: Do all inspections and actions described in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007; or Boeing Service Bulletin 777-55A0015, Revision 3, dated November 24, 2009. At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007, except as

provided by paragraph (g)(3) of this AD, do an initial dye penetrant or high frequency eddy current (HFEC) inspection for cracking of the elevator actuator fittings, and, thereafter, do repetitive dye penetrant, HFEC, or detailed inspections at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007. As of the effective date of this AD, Boeing Service Bulletin 777-55A0015, Revision 3, dated November 24, 2009, must be used to accomplish the actions required by this paragraph.

(2) Before further flight, replace any fitting found to be cracked during any inspection required by paragraph (g)(1) of this AD with a new fitting having the same part number, or an optional part number, as identified in Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007; or Boeing Service Bulletin 777-55A0015, Revision 3, dated November 24, 2009; except as provided by paragraph (j)(2) of this AD. Thereafter, do initial and repetitive inspections of the replacement fitting at the time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007. As of the effective date of this AD, Boeing Service Bulletin 777-55A0015, Revision 3, dated November 24, 2009, must be used to accomplish the actions required by this paragraph.

(3) Where Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007, specifies a compliance time after the date on that service bulletin, this AD requires compliance within the specified compliance time after January 22, 2008 (the effective date of AD 2007-26-05, Amendment 39-15307 (72 FR 71212, December 17, 2007)).

#### **(h) New Additional Actions for Certain Airplanes**

For airplanes on which the elevator actuator fitting assemblies have been replaced using the fastener torque values specified in Boeing Alert Service Bulletin 777-55A0016, dated October 27, 2009: Within 180 days after the effective date of this AD, do a detailed inspection of the elevator actuator fitting assemblies to detect discrepancies (including indications of fastener head movement and fitting movement along the spar web), in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, except as provided by paragraph (j)(2) of this AD.

(1) If no discrepancy is detected, do the actions specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Repeat the inspection thereafter at intervals not to exceed 90 days or 360 flight cycles, whichever occurs first, until the actions specified in paragraph (h)(1)(ii) of this AD are done.

(ii) Within 4,200 flight cycles or 750 days after the effective date of this AD, whichever occurs first, replace the 12 bolts common to the elevator actuator fitting and the spar web, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, except as provided by paragraphs (j)(1) and (j)(2) of this AD. Do all applicable related investigative and corrective actions before further flight. The replacement of all 12 bolts in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, terminates the requirements of paragraphs (g) and (h) of this AD for that fitting only.

(2) If any discrepancy is detected, before further flight, replace the 12 bolts common to the elevator actuator fitting and the spar web using new parts, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, except as provided by paragraphs (j)(1) and (j)(2) of this AD. Do all applicable related investigative and corrective actions before further flight. The replacement of all 12 bolts in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, terminates the requirements of paragraphs (g) and (h) of this AD for that fitting only.

### **(i) New Optional Replacement of Elevator Actuator Fitting Assembly**

For airplanes on which the elevator actuator fitting assemblies have not been replaced as specified in Boeing Alert Service Bulletin 777-55A0016, dated October 27, 2009: Replacement of these fitting assemblies with new parts, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, except as provided by paragraphs (j)(1) and (j)(2) of this AD, terminates the requirements of paragraphs (g) and (h) of this AD.

### **(j) Exceptions**

(1) If any discrepancy or cracking is found during any inspection required by this AD, and Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011, specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (n) of this AD.

(2) Where the service bulletins identified in paragraphs (j)(2)(i), (j)(2)(ii), and (j)(2)(iii) of this AD specify to "Put airplane back in a serviceable condition," this AD does not require that action.

(i) Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007.

(ii) Boeing Service Bulletin 777-55A0015, Revision 3, dated November 24, 2009.

(iii) Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011.

### **(k) New Optional Replacement of Elevator**

Replacing the elevator with a new elevator terminates the requirements of paragraphs (g) and (h) of this AD, provided that the elevator actuator fitting configuration on the new elevator complies with the modification and bolt torque values defined in the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011.

### **(l) Credit for Previous Actions**

This paragraph provides credit for inspecting and replacing actuator fittings, as required by paragraph (g) of this AD, if the inspection and replacement were performed before the effective date of this AD using a service bulletin specified in paragraph (l)(1) or (l)(2) of this AD, and using the correct torque values as specified in Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011.

(1) Boeing Service Bulletin 777-55A0015, Revision 1, dated January 31, 2008, which is not incorporated by reference in this AD.

(2) Boeing Service Bulletin 777-55A0015, Revision 2, dated December 4, 2008, which is not incorporated by reference in this AD.

### **(m) Parts Installation Prohibition**

As of the effective date of this AD, no person may use the interchangeability table on Boeing Elevator Assembly Drawing 183W0001 (Table 1, Sheet 1), to install an elevator or elevator part on any airplane.

### **(n) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as

appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(4) AMOCs approved previously in accordance with AD 2007-26-05, Amendment 39-15307 (72 FR 71212, December 17, 2007), are not approved as AMOCs for this AD.

#### **(o) Related Information**

(1) For more information about this AD, contact Melanie Violette, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 985057-3356; phone: 425-917-6422; fax: 425-917-6590; email: melanie.violette@faa.gov.

(2) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 985057-3356. For information on the availability of this material at the FAA, call 425-227-1221

#### **(p) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on May 24, 2013.

(i) Boeing Service Bulletin 777-55A0015, Revision 3, dated November 24, 2009.

(ii) Boeing Alert Service Bulletin 777-55A0016, Revision 1, dated August 25, 2011.

(4) The following service information was approved for IBR on January 22, 2008 (72 FR 71212, December 17, 2007).

(i) Boeing Alert Service Bulletin 777-55A0015, dated April 19, 2007.

(ii) Reserved.

(5) 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>.

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

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

Issued in Renton, Washington, on April 2, 2013.  
Ali Bahrami,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2013-08-03 Airbus:** Amendment 39-17420. Docket No. FAA-2012-0810; Directorate Identifier 2011-NM-195-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 23, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category; all manufacturer serial numbers, except those on which Airbus modification 54500 has been embodied in production.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a report that revealed the wheel axles were machined with a radius as small as 0.4 millimeters. We are issuing this AD to prevent fatigue of the wheel axle of the main landing gear (MLG), which could adversely affect the structural integrity of the airplane.

**(f) Compliance**

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

**(g) Definitions**

(1) For the purpose of this AD, an affected MLG wheel axle is defined as a MLG axle having a part number and serial number specified in Part 1 of Appendix 1 of Airbus Alert Operators Transmission (AOT) A330-32A-3256, Revision 01, dated October 18, 2012 (for Model A330-200 and -300 series airplanes); or Airbus AOT A340-32A-4292, Revision 01, dated October 18, 2012 (for Model A340-200 and -300 series airplanes).

(2) After removal from an airplane, an affected MLG wheel axle that has reached its life limit is considered an unserviceable part.

(3) The term "life limit" used in this AD means a post-repair life limit.

**(h) Replacement**

At the later of the times specified in paragraph (h)(1) or (h)(2) of this AD: Replace all affected MLG wheel axles with serviceable parts, in accordance with the instructions of Airbus AOT A330-32A-3256, Revision 01, including Appendix 1, dated October 18, 2012 (for Model A330-200 and -300 series airplanes); or Airbus AOT A340-32A-4292, Revision 01, including Appendix 1, dated October 18, 2012 (for Model A340-200 and -300 series airplanes).

(1) Before the accumulation of the applicable landings or flight hours specified in table 1 to paragraph (h)(1) of this AD. The "Post-repair MLG Wheel Axle Life Limit" must be counted from the date of installation of the MLG wheel axle on an airplane which occurs after the date of repair specified in Part 1 of Appendix 1 of Airbus AOT A330-32A-3256, Revision 01, dated October 18, 2012 (for Model A330-200 and -300 series airplanes); or Airbus AOT A340-32A-4292, Revision 01, dated October 18, 2012 (for Model A340-200 and -300 series airplanes).

**Table 1 to Paragraph (h)(1) of This AD—Post-Repair MLG Wheel Axle Life Limit**

<b>Affected airplanes</b>	<b>Post-repair MLG wheel axle life limit, whichever occurs first (see paragraph (h)(1) of this AD)</b>
Model A340–311, –312, and –313 airplanes, weight variant (WV) 00	4,700 landings or 22,250 flight hours.
Model A340–211, –212, and –213 airplanes, WV00	4,600 landings or 29,000 flight hours.
Model A340–313 airplanes, WV02 and WV05	3,950 landings or 16,900 flight hours.
Model A330–301, –321, –322, –341, and –342 airplanes, WV00 and WV01	5,050 landings or 15,200 flight hours.
Model A330–201, –202, –203, –223, and –243, WV02, WV05, and WV06	4,450 landings or 17,900 flight hours.
Model A330–301, –302, –303, –323, –342, and –343 airplanes, WV02 and WV05	5,150 landings or 13,450 flight hours.

(2) Within 24 months after the effective date of this AD without exceeding the applicable landings or flight hours specified in table 2 to paragraph (h)(2) of this AD. The "Post-repair MLG Wheel Axle Flight Hours or Landings, . . . not to be Exceeded" must be counted from the date of installation of the MLG wheel axle on an airplane, which occurs after the date of repair specified in the Part 1 of Appendix 1 of Airbus AOT A330-32A-3256, Revision 01, dated October 18, 2012 (for Model A330-200 and -300 series airplanes); or Airbus AOT A340-32A-4292, Revision 01, dated October 18, 2012 (for Model A340-200 and -300 series airplanes).

**Table 2 to Paragraph (h)(2) of This AD— Post-Repair MLG Wheel Axle Flight Hours or Landings**

<b>Affected airplanes</b>	<b>Post-repair MLG wheel axle flight hours or landings, whichever occurs first, not to be exceeded (see paragraph (h)(2) of this AD)</b>
Model A340–311, –312, and –313 airplanes, WV00	7,830 landings or 37,080 flight hours.
Model A340–211, –212, and –213 airplanes, WV00	7,660 landings or 48,330 flight hours.
Model A340–313 airplanes, WV02 and WV05	6,580 landings or 28,160 flight hours.

Model A330–301, –321, –322, –341, and –342 airplanes, WV00 and WV01	8,410 landings or 25,330 flight hours.
Model A330–201, –202, –203, –223, and –243 airplanes, WV02, WV05, and WV06	7,410 landings or 29,830 flight hours.
Model A330–301, –302, –303, –323, –342, and –343 airplanes, WV02 and WV05	8,580 landings or 22,580 flight hours.

### **(i) Parts Installation Limitation**

As of the effective date of this AD: An affected MLG wheel axle may be installed on an airplane, provided the MLG wheel axle has not exceeded the limits specified in table 1 to paragraph (h)(1) of this AD and it is replaced with a serviceable part before reaching the life limit defined in table 1 to paragraph (h)(1) of this AD.

### **(j) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraph (h) of this AD with respect to the affected MLG wheel axle defined in paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraph (j)(1) or (j)(2) of this AD, which is not incorporated by reference in this AD.

(1) Airbus All Operator Telex A330-32A3256, including Appendix 1, dated August 24, 2011 (for Model A330-200 and -300 series airplanes).

(2) Airbus All Operator Telex A340-32A4292, including Appendix 1, dated August 24, 2011 (for Model A340-200 and -300 series airplanes).

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

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

### **(l) Related Information**

(1) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2011-0170, dated September 7, 2011, and the service information specified in paragraphs (l)(1)(i) and (l)(1)(ii) of this AD, for related information.

(i) Airbus AOT A330-32A-3256, Revision 01, including Appendix 1, dated October 18, 2012.

(ii) Airbus AOT A340-32A-4292, Revision 01, including Appendix 1, dated October 18, 2012.

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

**(m) Material Incorporated by Reference**

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

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

(i) Airbus Alert Operators Transmission (AOT) A330-32A-3256, Revision 01, including Appendix 1, dated October 18, 2012. The Document number and revision level are not identified on pages 2-5 of this AOT; the revision date is identified on only page 1 of this AOT and the first page of Appendix 1 of this AOT.

(ii) AOT A340-32A-4292, Revision 01, including Appendix 1, dated October 18, 2012. The Document number and revision level are not identified on pages 2-5 of this AOT; the revision date is identified on only page 1 of this AOT and the first page of Appendix 1 of this AOT.

(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](mailto: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 April 5, 2013.

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



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**2013-08-08 The Boeing Company:** Amendment 39-17425 ; Docket No. FAA-2012-0938;  
Directorate Identifier 2011-NM-271-AD.

**(a) Effective Date**

This AD is effective May 24, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

(1) This AD applies to The Boeing Company Model 737-600 series airplanes, certificated in any category, as identified in Boeing Service Bulletin 737-53-1309, dated October 20, 2011.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE ([http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/408E012E008616A7862578880060456C?OpenDocument&Highlight=st00830se](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/408E012E008616A7862578880060456C?OpenDocument&Highlight=st00830se)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE 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 53, Fuselage.

**(e) Unsafe Condition**

This AD was prompted by reports of early fatigue cracks at chem-mill areas on the crown skin panels. We are issuing this AD to detect and correct fatigue cracking of the skin panel at the specified chem-mill step locations, which could result in rapid decompression of the airplane.

**(f) Compliance**

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

**(g) Inspections**

At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-53-1309, dated October 20, 2011, except as required by paragraph (j) of this AD: Do an external detailed inspection and an external nondestructive inspection (a medium frequency eddy current (MFEC), magneto optic imager (MOI), C-scan, or ultrasonic phased array (UTPA) inspection) for cracking in the fuselage skin along the chem-mill steps at certain locations specified in, and in accordance with, the Accomplishment Instructions of Boeing Service Bulletin 737-53-1309, dated

October 20, 2011. Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-53-1309, dated October 20, 2011.

#### **(h) Repair**

If any cracking is found during any inspection required by paragraph (g) of this AD, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (l) of this AD. Accomplishing the repair approved in accordance with the procedures specified in paragraph (l) of this AD terminates the repetitive inspection requirement for that area under the repair only.

#### **(i) Optional Terminating Modification**

Modification of an inspection area, including an external detailed inspection and an external nondestructive inspection (MFEC, MOI, C-scan, or UTPA) for cracking of the area to be modified and a high frequency eddy current inspection of all existing holes for cracking, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-53-1309, dated October 20, 2011, terminates the repetitive inspections required by paragraph (g) of this AD for that modified area only. If any cracking is found during any inspection described by this paragraph, before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

#### **(j) Service Bulletin Exception**

Boeing Service Bulletin 737-53-1309, dated October 20, 2011, specifies compliance times "after the original issue date of this service bulletin." However, this AD requires compliance within the specified compliance times "after the effective date of this AD."

#### **(k) Post-Modification Inspections**

The post-modification inspections specified in Tables 2 and 3 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-53-1309, dated October 20, 2011, are not required by this AD.

Note 1 to paragraph (k) of this AD: The damage tolerance inspections specified in Tables 2 and 3 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-53-1309, dated October 20, 2011, may be used in support of compliance with section 121.1109(c)(2) or 129.109(b)(2) of the Federal Aviation Regulations (14 CFR 121.1109(c)(2) or 14 CFR 129.109(b)(2)). The actions specified in Part 5 of the Accomplishment Instructions and corresponding figures of Boeing Service Bulletin 737-53-1309, dated October 20, 2011, are not required by 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 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.

**(m) Related Information**

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

**(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 737-53-1309, dated October 20, 2011.

(ii) Reserved.

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

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, 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 April 4, 2013.

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



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**2013-08-09 The Boeing Company:** Amendment 39-17426; Docket No. FAA-2012-0932; Directorate Identifier 2012-NM-014-AD.

**(a) Effective Date**

This AD is effective May 23, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes; certificated in any category; as identified in Boeing Special Attention Service Bulletin 777-35-0024, dated September 1, 2011.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 35, Oxygen.

**(e) Unsafe Condition**

This AD was prompted by a report that during a test of the oxygen system, an operator found that the passenger oxygen masks did not properly flow oxygen and that a loud noise occurred in the overhead area, which was caused by the flex line separating from the hard line due to a missing clamshell coupler. We are issuing this AD to prevent the oxygen system flex line from separating from the hard line, which could cause an oxygen leak and a drop in the oxygen system pressure, resulting in improper flow of oxygen through the passenger masks and injury to passengers if emergency oxygen is needed.

**(f) Compliance**

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

**(g) Inspection**

Within 36 months after the effective date of this AD, do the applicable actions in paragraph (g)(1) or (g)(2) of this AD.

(1) For Groups 1-6, 8, and 9 airplanes, as identified in Boeing Special Attention Service Bulletin 777-35-0024, dated September 1, 2011: Do a detailed inspection of certain areas of the airplane oxygen system to ensure clamshell couplers are installed and fully latched, and perform and meet the requirements of the low pressure leak test, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-35-0024, dated September 1, 2011.

(2) For Group 7 airplanes, as identified in Boeing Special Attention Service Bulletin 777-35-0024, dated September 1, 2011: Perform and meet requirements of the low pressure leak test, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-35-0024, dated September 1, 2011.

**(h) Corrective Action if Clamshell Coupler Is Not Fully Latched**

If, during any inspection required by paragraph (g) of this AD, any clamshell coupler is not fully latched: Before further flight, latch the clamshell coupler, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-35-0024, dated September 1, 2011.

**(i) Corrective Action if Clamshell Coupler Is Not Installed**

If, during any inspection required by paragraph (g) of this AD, any clamshell coupler is not installed: Before further flight, install a clamshell coupler.

Note 1 to paragraph (i) of this AD: Guidance on installation of the clamshell coupler may be found in Subject 35-00-00, Oxygen, of Chapter 35, Oxygen, of Part II, Practices and Procedures, of the Boeing 777 Aircraft Maintenance Manual, Revision 67, dated January 5, 2013.

**(j) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Seattle 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**

For more information about this AD, contact Susan Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6457; fax: 425-917-6590; email: susan.l.monroe@faa.gov.

**(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 777-35-0024, dated September 1, 2011.

(ii) Reserved.

(3) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P.O. Box 3707, MC 2H-65, Seattle, Washington 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, 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 April 5, 2013.

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