



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2012-11

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

LARGE AIRCRAFT

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

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2012-04-02		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900)
2012-04-04		Pratt & Whitney Division	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan
2012-04-06		328 Support Services GmbH	328-100
2012-04-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2012-04-08		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315; DHC-8-400, -401, and -402
2012-04-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SP, and 747SR series
2012-04-12		Bombardier	CL-600-2B16 (CL -604 Variant)
2012-04-13	S 2011-09-07	Rolls-Royce plc	Engine: RB211-524G2-T-19, -524G3-T-19, -524H-T-36, -524H2-T-19; RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61 556B2-61, 560-61, 560A2-61; RB211-Trent 768-60, 772-60, 772B-60; RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan
2012-04-14		Rolls-Royce plc	Engine: RB211-Trent 800 turbofan
Biweekly 2012-06			
2012-02-01		Pratt & Whitney	Engine: PW2037, PW2037(M), and PW2040 turbofan
2012-04-11	S 97-22-13	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-04-15	S 2007-05-17	Pratt & Whitney	Engine: JT9D-3A, -7, -7A, -7H, -7AH, -7F, -7J, -20J, -59A, -70A, -7Q, -7Q3, -7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 series turbofan
2012-05-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-05-04		Boeing	767-200, -300, -300F, and -400ER series
2012-05-05		Bombardier	CL-215-1A10, CL-215-6B11 (CL-215T Variant), and CL-215-6B11 (CL-415 Variant)
2012-05-07		Bombardier	DHC-8-102, -103, and -106
2012-05-08		Embraer	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD
2012-06-01		Cessna	560XL
2012-06-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-06-04		Bombardier	DHC-8-400, -401, and -402
2012-06-05		Bombardier	DHC-8-400, -401, and -402
2012-06-07	S 2010-17-02	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2012-06-08		Airbus	A340-211, -212, -311, and -312
2012-06-14		Pratt & Whitney	Engine: JT9D-7R4G2 and -7R4H1 turbofan
2012-06-17		Rolls-Royce Deutschland Ltd	Engine: TAY 611-8 engines, and TAY 611-8C
2012-06-18		Pratt & Whitney	Engine: PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan

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Biweekly 2012-07			
2012-04-11	COR S 97-22-13 S 2002-10-06	Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-05-02		Boeing	737-600, -700, -700C, -800, and -900 series
2012-05-06	S 95-20-04 R1	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2012-06-03		Bombardier	BD-100-1A10 (Challenger 300)
2012-06-06		Boeing	757-200, -200PF, -200CB, and -300 series
2012-06-10	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-541 and -642
2012-06-11		Airbus	A321-131, -211, -212, and -231
2012-06-12		Airbus	A340-642
2012-06-21		Dassault Aviation	Mystere-Falcon 900
2012-06-22		Airbus	A340-541 and -642
2012-06-23	S 2011-08-07	Rolls-Royce plc	Engine: RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2012-06-25	S 2007-23-01	Goodrich	Appliance: See Ad
2012-07-02		Airbus	A340-541 and -642
2012-07-03	S 2009-21-06	328 Support Services GmbH	328-100 and -300
Biweekly 2012-08			
2012-02-16	S 2007-15-10	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2012-03-04	S 2008-01-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-04-14	COR	Rolls-Royce plc	RB211-Trent 800 turbofan engines
2012-06-09		Lockheed Martin Corporation	382, 382B, 382E, 382F, and 382G
2012-06-19		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-06-20		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-07-04		Cessna	680
2012-07-05		Fokker Services B.V.	F.27 Mark 050
2012-07-06		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-07-07		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2012-09			
2012-06-02	COR	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-07-08	S 2010-11-13	Embraer	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; and ERJ 170-200 LR, -200 SU, and -200 STD
2012-08-02		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; and A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-08-03		Airbus	A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-04		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-08-05		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2012-08-07	S 2011-23-06	Sicma Aero Seat	Passenger seat assemblies
2012-08-08		Learjet	45
2012-08-09		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-08-10		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-11		Bombardier	DHC-8-400, -401, and -402

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2012-08-12		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-13		Boeing	777-200 and -300
2012-08-14		Boeing	767-200, -300, -300F, and -400ER series
2012-08-15		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-16		Learjet	60
2012-08-17		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-09-01		Cessna	560XL
2012-09-02		Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2012-09-03		Saab	SAAB 2000
Biweekly 2012-10			
2012-01-05	S 2010-23-26	Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R
2012-09-04	S 2004-19-06 R1	Boeing	767-200, -300, -300F, and -400ER series
2012-09-05		Fokker Services B.V.	F.28 Mark 0100
2012-09-06		Boeing	737-700 series
2012-09-07		Airbus	A319-111, -112, -132, A320-111, -211, -212, -214, -232, A321-111, -211, -212, and -231
2012-09-08		Boeing	767-200 and -300 series
2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-12	S 2005-23-02	Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-09-13		Airbus	A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-09-14		Boeing	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2012-11			
2012-09-09	S 2010-20-07	International Aero Engines AG	V2500-A1, V2525-D5, V2528-D5, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines
2012-10-03	S 90-21-17	The Boeing Company	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2012-10-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-10-06		Saab AB, Saab Aerosystems	SAAB 2000
2012-10-07		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2012-10-08	S 2011-08-04	Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2012-10-10		The Boeing Company	Model 777-200, -200LR, -300, -300ER, and 777F series
2012-10-12	S 2008-18-08	Rolls-Royce plc	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-11-01		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-11-06		Gulfstream Aerospace Corporation	G-1159, G-1159A, and G-1159B
2012-11-07		Honeywell International Inc	ALF502L-2C; ALF502R-3; ALF502R-3A; ALF502R-5; LF507-1F; and LF507-1H turbofan engines



2012-09-09 International Aero Engines AG: Amendment 39-17044; Docket No. FAA-2009-1100, Directorate Identifier 2009-NE-37-AD.

(a) Effective Date

This airworthiness directive (AD) is effective June 27, 2012.

(b) Affected ADs

This AD supersedes AD 2010-20-07, Amendment 39-16441 (75 FR 59067, September 27, 2010).

(c) Applicability

This AD applies to:

- (1) All International Aero Engines AG (IAE) V2500-A1 turbofan engines; and
- (2) All IAE V2525-D5 and V2528-D5 turbofan engines; and
- (3) IAE V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines with serial numbers (S/Ns) up to and including V13181, and with S/Ns from V15000 up to and including V15245.

(d) Unsafe Condition

This AD results from reports of 50 additional high-pressure compressor (HPC) stage 3 to 8 drums found cracked since AD 2010-20-07 was issued. We are issuing this AD to prevent failure of the HPC stage 3 to 8 drum, uncontained engine failure, and damage to the airplane.

(e) 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.

(f) Initial Ultrasonic Inspections (USIs) of the HPC Stage 3 to 8 Drum—"Group A"

For IAE V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines with S/Ns in "Group A" in paragraph 1.A. in IAE Non-Modification Service Bulletin (NMSB) No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, perform an initial USI of the HPC stage 3 to 8 drum before accumulating 5,000 cycles-since-new (CSN) or within 500 cycles from the effective date of this AD, whichever occurs later, as follows:

- (1) For IAE V2500-A1 turbofan engines:
 - (i) For on-wing inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections E, G(1) through G(5), I, and J.

(ii) For on-wing inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections L, N(1) through N(5), P(1), and Q.

(iii) For shop inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections AU, AW(1) through AW(5), AY, and AZ.

(iv) For shop inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections BB, BD(1) through BD(5), BF(1), and BG.

(v) Any liner loss which results in lifting of the USI probe from the liner will need to be repaired in order to perform an acceptable inspection. Liner loss found under the intended path of the USI probe must be smaller than the head of the probe.

(2) For V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines:

(i) For on-wing inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections Z, AB(1) through AB(5), AD, and AE.

(ii) For on-wing inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections AG, AI(1) through AI(5), AK(1), and AL.

(iii) For shop inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections BO, BQ(1) through BQ(5), BS, and BT.

(iv) For shop inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections BV, BX(1) through BX(5), BZ(1), and CA.

(v) Any liner loss which results in lifting of the USI probe from the liner will need to be repaired in order to perform an acceptable inspection. Liner loss found under the intended path of the USI probe must be smaller than the head of the probe.

(g) Initial USIs of the HPC Stage 3 to 8 Drum—"Group B"

For IAE V2500-A1, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 Turbofan Engines with S/Ns in "Group B" in Paragraph 1.A. in IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, perform an initial USI of the HPC stage 3 to 8 drum before accumulating 12,500 CSN or within 500 cycles from the effective date of this AD, whichever occurs later, not to exceed 13,700 CSN, as follows:

(1) For IAE V2500-A1 turbofan engines:

(i) For on-wing inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections E, G(1) through G(5), I, and J.

(ii) For on-wing inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections L, N(1) through N(5), P(1), and Q.

(iii) For shop inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections AU, AW(1) through AW(5), AY, and AZ.

(iv) For shop inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections BB, BD(1) through BD(5), BF(1), and BG.

(v) Any liner loss which results in lifting of the USI probe from the liner will need to be repaired in order to perform an acceptable inspection. Liner loss found under the intended path of the USI probe must be smaller than the head of the probe.

(2) For V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines:

(i) For on-wing inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections Z, AB(1) through AB(5), AD, and AE.

(ii) For on-wing inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections AG, AI(1) through AI(5), AK(1), and AL.

(iii) For shop inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections BO, BQ(1) through BQ(5), BS, and BT.

(iv) For shop inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections BV, BX(1) through BX(5), BZ(1), and CA.

(v) Any liner loss which results in lifting of the USI probe from the liner will need to be repaired in order to perform an acceptable inspection. Liner loss found under the intended path of the USI probe must be smaller than the head of the probe.

(h) Initial USIs for All IAE V2525-D5 and V2528-D5 Turbofan Engines

(1) For all IAE V2525-D5 and V2528-D5 turbofan engines, perform an initial USI of the HPC stage 3 to 8 drum before accumulating 12,500 CSN or within 500 cycles from the effective date of this AD, whichever occurs later, not to exceed 13,700 CSN.

(i) For on-wing inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0608, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections E, G(1) through G(5), I, and J.

(ii) For on-wing inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0608, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections L, N(1) through N(5), P(1), and Q.

(iii) For shop inspections of the outer diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0608, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections Z, AB(1) through AB(5), AD, and AE.

(iv) For shop inspections of the inner diameter, perform an initial USI using IAE NMSB No. V2500-ENG-72-0608, Revision 3, dated September 20, 2011, Accomplishment Instructions, paragraph 3, sections AG, AI(1) through AI(5), AK(1), and AL.

(v) Any liner loss which results in lifting of the USI probe from the liner will need to be repaired in order to perform an acceptable inspection. Liner loss found under the intended path of the USI probe must be smaller than the head of the probe.

(i) Removal of All Fully Silver Plated Nuts

(1) At the next piece part exposure of the HPC stage 3 to 8 drum after the effective date of this AD, but no later than 8 years from the effective date of this AD, do the following before returning any HPC stage 3 to 8 drum to service:

(i) Remove from service all fully silver plated nuts, part number AS44862 or equivalent that attach the HPC stage 3 to 8 drum to the HPC stage 9 to 12 drum.

(ii) Remove the silver residue from the HPC stage 3 to 8 drum. You can find guidance to remove the silver residue of the HPC stage 3 to 8 drum in IAE NMSB No. V2500-ENG-72-0601, Revision 2, dated April 12, 2010, or in IAE engine manual task 72-41-11-110-001.

(2) Perform an inspection using one of the following methods:

(i) Fluorescent penetrant inspect (FPI) the HPC stage 3 to 8 drum for cracks, and remove from service any drum found cracked. You can find guidance on performing an FPI of the HPC stage 3 to 8 drum in IAE engine manual task 72-41-11-200-001.

(ii) Eddy current inspect (ECI) the HPC stage 3 to 8 drum for cracks, using IAE NMSB No. V2500-ENG-72-0625, dated September 20, 2011, and remove from service any drum found cracked.

(3) If cracks or crack indications are identified, remove the drum from service before further flight.

(4) Accomplishing paragraphs (i)(1) and (i)(2) of this AD before the inspection criteria requirements of paragraphs (f), (g) or (h) of this AD, may be substituted for the initial USI requirement of paragraphs (f), (g) or (h) of this AD.

(j) Repetitive USIs of the HPC Stage 3 to 8 Drum

Perform repetitive USIs of the HPC stage 3 to 8 drum for cracks in accordance with paragraphs (f)(1), (f)(2), (g)(1), (g)(2), or (h)(1) of this AD as applicable, as follows:

(1) Within every 750 cycles-since-last USI; or

(2) Within 2,500 cycles-since-last FPI; or

(3) Within 13,000 cycles-since-last ECI, whichever occurs latest.

(k) Definition

For the purpose of this AD, piece-part exposure is removal of the HPC stage 3 to 8 drum from the engine, removal of all blades from the drum, and separation of the HPC stage 3 to 8 drum from the stage 9 to 12 drum.

(l) Credit for Previous Actions

(1) If you performed a USI before the effective date of this AD using the following IAE NMSB's, you met the requirements of this AD:

(i) IAE NMSB No. V2500-ENG-72-0594, Revision 3, dated August 7, 2009, or Revision 4, dated October 13, 2009; or Revision 5, dated November 23, 2009; or Revision 6, dated April 12, 2010.

(ii) IAE NMSB No. V2500-ENG-72-0603, Initial Issue, dated November 24 2009; or Revision 1, dated December 18, 2009; or Revision 2, dated March 17, 2010.

(iii) IAE NMSB No. V2500-ENG-72-0608, Initial Issue, dated May 5, 2010; Revision 1, dated August 6, 2010; or Revision 2, dated January 4, 2011.

(iv) IAE NMSB No. V2500-ENG-72-0615, Initial Issue, dated July 19, 2010; Revision 1, dated August 2, 2010; or Revision 2, dated November 24, 2010.

(m) 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.

(n) Related Information

(1) For more information about this AD, contact Carlos Fernandes, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7189; fax: 781-238-7199; email: carlos.fernandes@faa.gov.

(2) Guidance on removing the silver residue of the HPC stage 3 to 8 drum may be found in International Aero Engines Service Bulletin No. V2500-ENG-72-0601, Revision 2, dated April 12, 2010, and in IAE engine manual task 72-41-11-110-001.

(o) Material Incorporated by Reference

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

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

(i) International Aero Engines Non-Modification Service Bulletin No. V2500-ENG-72-0608, Revision 3, dated September 20, 2011.

(ii) International Aero Engines Non-Modification Service Bulletin No. V2500-ENG-72-0615, Revision 3, dated September 20, 2011.

(iii) International Aero Engines Non-Modification Service Bulletin No. V2500-ENG-72-0625, dated September 20, 2011.

(3) For service information identified in this AD, contact International Aero Engines AG, 628 Hebron Avenue, Suite 400, Glastonbury, CT 06033; phone: 860-368-3700; fax: 860-368-4600; email: iaeinfo@iaev2500.com; Web site: <https://www.iaeworld.com>.

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

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

Issued in Burlington, Massachusetts, on May 2, 2012.

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



2012-10-03 The Boeing Company: Amendment 39-17052; Docket No. FAA-2011-0645; Directorate Identifier 2010-NM-009-AD.

(a) Effective Date

This airworthiness directive (AD) is effective June 25, 2012.

(b) Affected ADs

This AD supersedes AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990).

(c) Applicability

This AD applies to The Boeing Company Model 747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes, certificated in any category, as identified in Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by from reports of multiple adjacent cracks on an airplane, and a recent fleet-wide evaluation of widespread fatigue damage of skin lap joints, which indicated the need for revised procedures and reduced compliance times. The Federal Aviation Administration is issuing this AD to detect and correct cracking of the fuselage skin lap splice between body station (BS) 400 and BS 520, at stringers S-6L and S-6R. Such cracking could result in sudden loss of cabin pressurization and the inability of the fuselage to withstand fail-safe loads.

(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 Inspections

This paragraph restates the requirements of paragraph A. of AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), with revised service information, reduced inspection interval, and added subparagraph. Conduct a close visual or detailed inspection, and a high frequency eddy current (HFEC) inspection, of the fuselage skin lap splice between BS 400 and BS 520, at stringers S-6L and S-6R, for cracking, in accordance with Boeing Alert Service Bulletin 747-53A2303, dated June 2, 1988, or Revision 1, dated March 29, 1990; or Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009; at the times specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD. After

the effective date of this AD, only Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009, may be used. Adequate lighting must be used for this inspection. The eddy current inspections may be conducted without removal of the paint, provided the paint does not interfere with the inspections. Paint must be removed, using an approved chemical stripper, in any situation where the inspector determines that the paint is interfering with the proper functioning of the inspection instrument.

(1) Within the next 100 landings after March 31, 1989 (the effective date of AD 89-05-03, Amendment 39-6146 (54 FR 7397, February 21, 1989), which was superseded by AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990)), for airplanes that have accumulated 16,000 or more landings as of March 31, 1989, unless previously accomplished within the last 4,900 landings.

(2) Within the next 1,000 landings after March 31, 1989, or prior to the accumulation of 16,000 landings, whichever occurs first, for airplanes that have accumulated between 12,000 and 16,000 landings, as of March 31, 1989 (the effective date of AD 89-05-03, Amendment 39-6146 (54 FR 7397, February 21, 1989), which was superseded by AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990)), unless previously accomplished within the last 4,000 landings.

(3) Prior to the accumulation of 13,000 landings for airplanes that have accumulated 12,000 or fewer landings as of March 31, 1989 (the effective date of AD 89-05-03, Amendment 39-6146 (54 FR 7397, February 21, 1989), which was superseded by AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990)), unless previously accomplished within the last 5,000 landings.

(4) For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(h) Retained Inspection Compliance Time for SUD-Modified Airplanes

This paragraph restates the requirements of paragraph B. of AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), with revised service information. On airplanes which have been modified to the stretched-upper-deck configuration, as identified in Boeing Alert Service Bulletin 747-53A2303, dated June 2, 1988, or Revision 1, dated March 29, 1990; or Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009; the accumulated landing threshold for compliance with paragraph (g) of this AD is measured from the time of the stretched-upper-deck modification.

(i) Retained Repetitive Inspections

This paragraph restates the requirements of paragraph C. of AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), with revised service information. If no cracking is detected during the inspections required by paragraph (g) of this AD, repeat the inspections required by paragraph (g) of this AD one time at the earlier of the times specified in paragraphs (i)(1) and (i)(2) of this AD. Thereafter repeat the inspections at intervals not to exceed 3,000 landings.

(1) Within 5,000 landings after the last inspection.

(2) Within 3,000 landings after the last inspection, or within 1,000 landings after the effective date of this AD, whichever occurs later.

(j) Retained Repair

This paragraph restates the requirements of paragraph D. of AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), with revised service information. If cracks are detected during the inspections required by paragraph (g) of this AD, accomplish the repair or preventive modification of the affected lap splice, in accordance with Boeing Alert Service Bulletin 747-53A2303, dated June 2,

1988, or Revision 1, dated March 29, 1990; or Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009; prior to further pressurized flight. After the effective date of this AD, only Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009, may be used. If cracks are repaired in local areas without accomplishing preventive modification of the entire affected lap area, continue inspections of the unmodified and unrepaired areas of the affected lap splice in accordance with paragraph (i) of this AD.

(k) Retained Inspection Compliance Time for Airplanes With Preventive Modification

This paragraph restates the requirements of paragraph E. of AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), with revised service information. For airplanes incorporating the preventive modification, as described in Boeing Alert Service Bulletin 747-53A2303, dated June 2, 1988, or Revision 1, dated March 29, 1990; or Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009; accomplish the inspections required by paragraph (g) of this AD prior to the accumulation of 10,000 landings after the modification and thereafter at intervals not to exceed 5,000 landings. If cracks are found, repair using a method approved in accordance with the procedures specified in paragraph (q) of this AD, prior to further pressurized flight.

(l) New Requirement of This AD: Post-Modification Inspections

For airplanes on which a protruding head fastener modification has been done in accordance with Boeing Alert Service Bulletin 747-53A2303, dated June 2, 1988, or Revision 1, dated March 29, 1990: Within 10,000 flight cycles after modification, or within 500 flight cycles after the effective date of this AD, whichever occurs later, do an external HFEC inspection for cracking in the skin around the fasteners in the upper row of the lap joint, in accordance with Part 5 of the Accomplishment Instructions of Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009. If any crack is found, before further flight repair in accordance with Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009 (except as required by paragraph (p) of this AD), or do the modification specified in paragraph (n) of this AD. Repeat the inspection in affected uncracked areas at intervals not to exceed 500 flight cycles, until the modification specified in paragraph (n) of this AD is done. Accomplishment of the initial inspection and all applicable corrective actions specified in this paragraph terminates the requirements of paragraph (k) of this AD.

(m) New Requirement of This AD: Internal HFEC Inspection

For airplanes on which an external doubler repair has been installed as a modification that was done using a method other than that specified in Boeing 747 structural repair manual (SRM) 53-30-03, Figure 19, 25, 28 or 34: Within 10,000 flight cycles after modification, or within 500 flight cycles after the effective date of this AD, whichever occurs later, do an internal HFEC inspection for cracking in the skin around the fasteners in the upper row of the lap joint, in accordance with Part 5 of the Accomplishment Instructions of Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009. If any crack is found, before further flight repair in accordance with Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009 (except as required by paragraph (p) of this AD), or do the modification specified in paragraph (n) of this AD. Repeat the inspection in affected uncracked areas at intervals not to exceed 500 flight cycles, until the modification specified in paragraph (n) of this AD is done. Accomplishment of the initial inspection and all applicable corrective actions specified in this paragraph terminates the requirements of paragraph (k) of this AD.

(n) New Requirement of This AD: External Doubler Modification

For airplanes on which a protruding head fastener modification or a Boeing 747 SRM 53-30-03 repair or modification has been installed that was not done using Boeing 747 SRM 53-30-03, Figure

19, 25, 28, or 34, for the full length of the lap splice: Within 14,000 flight cycles after the first repair or modification was done, or within 3,000 flight cycles after the effective date of this AD, whichever occurs later, modify the skin and do all post-modification inspections and repairs, in accordance with Part 3 of the Accomplishment Instructions of Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009, except as required by paragraph (o) of this AD. Do the post-modification inspection within 10,000 flight cycles after installation of the modification. Repeat the inspection thereafter at intervals not to exceed 3,000 flight cycles. All applicable repairs must be done before further flight.

(o) Structural Modification

The provisions of paragraphs (o)(1) and (o)(2) of this AD apply to airplanes on which no previous modification or repair has been installed in the affected area.

(1) Accomplishment of the structural modification specified in Part 3 of the Accomplishment Instructions of Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009, satisfies the requirements of AD 90-06-06, Amendment 39-6490 (55 FR 8374, March 7, 1990), for only the corresponding modification specified in Boeing Alert Service Bulletin 747-53A2303, dated June 2, 1988, and Revision 1, dated March 29, 1990; and Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009.

(2) After accomplishment of the modification specified in paragraph (o)(1) of this AD, the applicable requirements and compliance times of paragraphs (l) and (m) of this AD apply.

(p) Exception to Service Bulletin Specification

Where Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009, specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

(q) 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) or other person who 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 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), are approved as AMOCs for the corresponding provisions of paragraphs (g) and (i) of this AD. AMOCs approved previously in accordance with AD 90-21-17, Amendment 39-6768 (55 FR 41510, October 12, 1990), are approved as AMOCs for the corresponding provisions of paragraphs (j) and (n) of this AD only if the repair or preventive modification of the affected lap splice was done in accordance with Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009, including Boeing Designated Engineering Representative (DER) or Airworthiness

Representative (AR) approvals of deviations to Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009.

(r) Related Information

For more information about this AD, contact Bill Ashforth, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-917-6432; fax 425-917-6590; email: bill.ashforth@faa.gov.

(s) Material Incorporated by Reference

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

(i) Boeing Alert Service Bulletin 747-53A2303, dated June 2, 1988.

(ii) Boeing Alert Service Bulletin 747-53A2303, Revision 1, dated March 29, 1990.

(iii) Boeing Service Bulletin 747-53A2303, Revision 2, dated October 1, 2009.

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

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

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

Issued in Renton, Washington, on May 8, 2012.

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



2012-10-05 Fokker Services B.V.: Amendment 39-17054. Docket No. FAA-2012-0141; Directorate Identifier 2011-NM-092-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by an in-flight failure of the hydraulic control panel, which resulted in the absence of pressure and quantity indication of the hydraulic system and accompanying alerts for "hydraulic system 1 low quantity" and "hydraulic system 2 low quantity." We are issuing this AD to prevent loss of control of the airplane due to incorrect hydraulic system failure information being provided to the flightcrew, followed by application of inappropriate procedures.

(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) Airplane Flight Manual (AFM) Revision

Within 3 months after the effective date of this AD, revise the Abnormal Procedures–Hydraulics section of the Fokker F.28 AFM by incorporating the information specified in Fokker Manual Change Notification–Operational Documentation (MCNO) MCNO-F100-057, dated December 17, 2010, into the Abnormal Procedures–Hydraulics section of the AFM.

Note 1 to paragraph (g) of this AD: The actions required by paragraph (g) of this AD may be done by inserting a copy of Fokker MCNO MCNO-F100-057, dated December 17, 2010, into the Abnormal Procedures–Hydraulics section of the Fokker F.28 AFM. When Fokker MCNO MCNO-F100-057, dated December 17, 2010, has been included in the general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general

revision is identical to that in Fokker MCNO MCNO-F100-057, dated December 17, 2010, and that MCNO may be removed.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2011-0051, dated March 22, 2011; and Fokker MCNO MCNO-F100-057, dated December 17, 2010; for related information.

(j) Material Incorporated by Reference

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

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

(i) Fokker Manual Change Notification–Operational Documentation MCNO-F100-057, dated December 17, 2010.

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

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

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

Issued in Renton, Washington, on May 9, 2012.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-10-06 Saab AB, Saab Aerosystems: Amendment 39-17055. Docket No. FAA-2012-0184; Directorate Identifier 2011-NM-118-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Saab AB, Saab Aerosystems Model SAAB 2000 airplanes; certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 92.

(e) Reason

This AD was prompted by reports that environmentally friendly de-icing agents used on certain electrical connectors and braids could cause corrosion damage. We are issuing this AD to detect and correct corrosion of critical system wiring, which could result in arcing and, in combination with other factors, a fire and consequent damage to the airplane.

(f) Compliance

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

(g) Inspection

Within 24 months after the effective date of this AD, do a detailed inspection for corrosion of the electrical and electronics installation, at the locations specified in and in accordance with the Accomplishment Instructions of SAAB Service Bulletin 2000-92-005, Revision 01, dated March 1, 2011; and SAAB Service Bulletin 2000-92-006, Revision 01, dated August 18, 2010. These inspections do not need to be accomplished concurrently.

(h) Corrective Action

If any corrosion is found during any inspection required in paragraph (g) of this AD: Before next flight, repair each affected harness braid or replace each affected component and/or wiring harness, as applicable, in accordance with the Accomplishment Instructions of SAAB Service Bulletin 2000-

92-005, Revision 01, dated March 1, 2011; and SAAB Service Bulletin 2000-92-006, Revision 01, dated August 18, 2010.

(i) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using SAAB Service Bulletin 2000-92-005, dated May 5, 2010; and SAAB Service Bulletin 2000-92-006, dated March 29, 2010.

(j) Reporting Requirement

Submit a report of the findings (both positive and negative) of the inspection required by paragraph (g) of this AD, using the Feedback Form in SAAB Service Bulletin 2000-92-005, Revision 01, dated March 1, 2011; and SAAB Service Bulletin 2000-92-006, Revision 01, dated August 18, 2010. Send the report to SAAB Aerotech, Support Services Division, SE-581 88 Linkoping, Sweden; fax +46 13 18 4874; email saab2000.techsupport@saabgroup.com; at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD. The report must include the level of corrosion found on each connector.

(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.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1112; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

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

(l) Related Information

Refer to MCAI EASA Airworthiness Directive 2011-0079, dated May 5, 2011, and the service information specified in paragraphs (l)(1) and (l)(2) of this AD, for related information.

- (1) SAAB Service Bulletin 2000-92-005, Revision 01, dated March 1, 2011.
- (2) SAAB Service Bulletin 2000-92-006, Revision 01, dated August 18, 2010.

(m) Material Incorporated by Reference

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

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

- (i) SAAB Service Bulletin 2000-92-005, Revision 01, dated March 1, 2011.
- (ii) SAAB Service Bulletin 2000-92-006, Revision 01, dated August 18, 2010.

(3) For Saab AB, Saab Aerosystems service information identified in this AD, contact Saab AB, Saab Aerosystems, SE-581 88, Linköping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; email saab2000.techsupport@saabgroup.com; Internet <http://www.saabgroup.com>.

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

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

Issued in Renton, Washington, on May 9, 2012.

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



2012-10-07 Bombardier, Inc.: Amendment 39-17056. Docket No. FAA-2011-1416; Directorate Identifier 2011-NM-156-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 29, 2012.

(b) Affected ADs

None.

(c) Applicability

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

(1) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10002 through 10999 inclusive.

(2) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15990 inclusive.

(3) Bombardier, Inc. Model CL-600-2E25 (Regional Jet Series 1000) airplanes, serial numbers 19001 through 19990 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of deformation of the pressure regulator on the oxygen cylinder, which was attributed to batches of raw material that did not meet required tensile strength. We are issuing this AD to prevent elongation of the pressure regulator neck, which could result in rupture of the oxygen cylinder, and in the case of cabin depressurization, oxygen would not be available when required.

(f) Compliance

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

(g) Actions

Within 1,800 flight hours or 6 months after the effective date of this AD, whichever occurs first: Inspect the serial number of each oxygen pressure regulator, part number (P/N) 806370-06, to determine if the serial number of the regulator is listed in "Table 2: Regulators" of paragraph 1.A.(1) of Bombardier Service Bulletin 670BA-35-011, dated July 5, 2011. If the serial number of the

oxygen pressure regulator, P/N 806370-06, is listed in "Table 2: Regulators" of paragraph 1.A.(1) of Bombardier Service Bulletin 670BA-35-011, dated July 5, 2011: Before further flight, replace the affected oxygen cylinder and regulator assembly (CRA), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-35-011, dated July 5, 2011.

(h) Parts Installation

As of the effective date of this AD, no person may install an oxygen pressure regulator, P/N 806370-06, having a serial number listed in "Table 2: Regulators" of paragraph 1.A.(1) of Bombardier Service Bulletin 670BA-35-011, dated July 5, 2011, on any airplane unless the serial number of the CRA and pressure regulator have a suffix "A" beside the serial number.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2011-28, dated July 28, 2011; and Bombardier Service Bulletin 670BA-35-011, dated July 5, 2011; for related information.

(k) Material Incorporated by Reference

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

(i) Bombardier Service Bulletin 670BA-35-011, dated July 5, 2011.

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

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

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

Issued in Renton, Washington, on May 10, 2012.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-10-08 Bombardier, Inc.: Amendment 39-17057. Docket No. FAA-2012-0042; Directorate Identifier 2011-NM-154-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 26, 2012.

(b) Affected ADs

This AD supersedes AD 2011-08-04, Amendment 39-16654 (76 FR 20498, April 13, 2011).

(c) Applicability

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

(1) Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes, serial numbers (S/Ns) 10003 and subsequent.

(2) Model CL-600-2D15 (Regional Jet Series 705) airplanes and Model CL-600-2D24 (Regional Jet Series 900) airplanes, S/Ns 15001 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by reports of loose or detached main landing gear (MLG) torque link apex pin locking plate and the locking plate retainer bolt in the torque link apex joint. We are issuing this AD to detect and correct improper assembly and damage of the MLG torque link apex joint, which could cause heavy vibration during landing, consequent damage to MLG components, and subsequent collapse of the MLG.

(f) Compliance

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

(g) Retained Inspection for Part Number (P/N) and S/N for Model CL-600-2C10 Airplanes

This paragraph restates the requirements of paragraph (g) of AD 2011-08-04, Amendment 39-16654 (76 FR 20498, April 13, 2011). For airplanes identified in paragraph (c)(1) of this AD: Within 900 flight hours after May 18, 2011 (the effective date of AD 2011-08-04), inspect the MLG shock strut assemblies to determine whether an MLG shock strut assembly having a P/N 49000-11 through 49000-22 inclusive and a S/N 0001 through 0284 inclusive is installed. A review of airplane

maintenance records is acceptable in lieu of this inspection if the part and serial numbers of the MLG shock strut assembly can be conclusively determined from that review.

(h) Retained Inspection of the Torque Link Apex Joint for Model CL-600-2C10 Airplanes

This paragraph restates the requirements of paragraph (h) of AD 2011-08-04, Amendment 39-16654 (76 FR 20498, April 13, 2011). For any MLG shock strut assembly having a P/N 49000-11 through 49000-22 inclusive and a S/N 0001 through 0284 inclusive found installed during the inspection or records check required by paragraph (g) of this AD: Within 900 flight hours after May 18, 2011 (the effective date of AD 2011-08-04), perform a one-time detailed inspection and all applicable corrective actions on the torque link apex joint, in accordance with Part A of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008, except as provided by paragraph (o) of this AD. Do all applicable corrective actions before further flight.

(i) Retained Replacement or Rework of the Apex Nut for Model CL-600-2C10 Airplanes

This paragraph restates the requirements of paragraph (i) of AD 2011-08-04, Amendment 39-16654 (76 FR 20498, April 13, 2011). For any MLG shock strut assembly identified during the inspection or records check required by paragraph (g) of this AD: Within 4,500 flight hours after May 18, 2011 (the effective date of AD 2011-08-04), replace or rework the apex nut, in accordance with Part B of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008.

(j) Retained Parts Installation

For all airplanes: As of May 18, 2011 (the effective date of AD 2011-08-04, Amendment 39-16654 (76 FR 20498, April 13, 2011)), no person may install, on any airplane, a replacement MLG shock strut assembly identified in paragraph (j)(1) or (j)(2) of this AD, unless it has been reworked in accordance with paragraph B. of Part B of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008.

(1) Part numbers 49000-11 through 49000-22 inclusive, and with a serial number in the range of S/Ns 0001 through 0284 inclusive (the serial number can start with "MA," "MAL," or "MA-").

(2) Part numbers 49050-5 through 49050-10 inclusive, and with a serial number in the range of S/Ns 1001 through 1114 inclusive (the serial number can start with "MA," "MAL," or "MA-").

(k) New Inspection for Part Number and Serial Number for Model CL-600-2D15 and CL-600-2D24 Airplanes

For airplanes identified in paragraph (c)(2) of this AD: Within 900 flight hours after the effective date of this AD, inspect the MLG shock strut assemblies to determine whether an MLG shock strut assembly having P/Ns 49050-5 through 49050-10 inclusive and a S/N 0001 through 1114 inclusive is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the part and serial numbers of the MLG shock strut assembly can be conclusively determined from that review.

(l) Inspection of the Torque Link Apex Joint for Model CL-600-2D15 and CL-600-2D24 Airplanes

For any MLG shock strut assembly having P/Ns 49050-5 through 49050-10 inclusive and a S/N 0001 through 1114 inclusive found installed during the inspection or records check required by paragraph (k) of this AD: Within 900 flight hours after the effective date of this AD, perform a one-

time detailed inspection and all applicable corrective actions on the torque link apex joint, in accordance with Part A of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008, except as provided by paragraph (o) of this AD. Do all applicable corrective actions before further flight.

(m) Replacement or Rework of the Apex Nut for Model CL-600-2D15 and CL-600-2D24 Airplanes

For any MLG shock strut assembly identified during the inspection or records check required by paragraph (k) of this AD: Within 900 flight hours after the effective date of this AD, replace or rework the apex nut, in accordance with Part B of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008.

(n) Credit for Previous Actions

(1) This paragraph provides credit for inspections, corrective actions, replacements, and rework required by paragraphs (g), (h), and (i) of this AD, if those actions were performed before May 18, 2011 (the effective date of AD 2011-08-04, Amendment 39-16654 (76 FR 20498, April 13, 2011)), using Bombardier Service Bulletin 670BA-32-019, dated March 16, 2006.

(2) This paragraph provides credit for inspections, corrective actions, replacements, and rework required by paragraphs (k), (l), and (m) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 670BA-32-019, dated March 16, 2006.

(o) Inspections Not Required Under Certain Conditions

The inspections specified in paragraph (h) or (l) of this AD are not required if the actions specified in paragraph (i) or (m) of this AD, as applicable, have already been accomplished; or if Bombardier Repair Engineering Order 670-32-11-0022, dated October 22, 2005, or Goodrich Service Concession Request SCR 0056-05, dated October 22, 2005; has been incorporated.

(p) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(q) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(r) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2009-20, dated May 1, 2009; and Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008; for related information.

(s) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on May 18, 2011 (76 FR 20498, April 13, 2011).

(i) Bombardier Service Bulletin 670BA-32-019, Revision A, dated September 18, 2008.

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

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

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

Issued in Renton, Washington, on May 10, 2012.

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



2012-10-10 The Boeing Company: Amendment 39-17059; Docket No. FAA-2011-1259; Directorate Identifier 2011-NM-181-AD.

(a) Effective Date

This AD is effective June 29, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category; as identified in Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012.

(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 corrosion damage on the outer diameter chrome surface of the horizontal stabilizer pivot pins. Micro-cracks in the chrome plating of the pivot pins, some of which extended into the base metal, were also reported. We are issuing this AD to prevent a fractured horizontal stabilizer pivot pin, which may cause excessive horizontal stabilizer freeplay and structural damage significant enough to result in loss of control of the airplane.

(f) Compliance

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

(g) Pivot Pin Replacement

At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012, except as required by paragraph (i) of this AD: Replace the pivot pins of the horizontal stabilizer with new or reworked pivot pins, including replacing the spacer with a new spacer or with one that has been determined to be without corrosion damage or other irregularities; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012.

(h) Repetitive Inspections

At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012: Do detailed inspections for cracks, corrosion damage, or other irregularity of the outer and inner pivot pins; and an ultrasonic inspection for cracking of the outer pivot pins; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012. Corrective actions must be done before further flight. Repeat the inspections at the applicable interval specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012.

(i) Exception

Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012, specifies a compliance time "after the Revision 1 date of this service bulletin," this AD requires compliance within the specified compliance time "after the effective date of this AD."

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 777-55A0018, dated July 27, 2011.

(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 James Sutherland, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6533; fax: 425-917-6590; email: james.sutherland@faa.gov.

(m) Material Incorporated by Reference

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

(1) Boeing Alert Service Bulletin 777-55A0018, Revision 1, dated March 6, 2012.

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

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

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

Issued in Renton, Washington, on May 11, 2012.

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



2012-10-12 Rolls-Royce plc: Amendment 39-17061; Docket No. FAA-2007-28059; Directorate Identifier 2007-NE-13-AD.

(a) Effective Date

This AD is effective June 29, 2012.

(b) Affected ADs

This AD supersedes AD 2008-18-08, Amendment 39-15665, (73 FR 52201, September 9, 2008).

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines.

(d) Unsafe Condition

This AD was prompted by additional cracking on RB211-Trent 700 and RB211-Trent 800 IP compressor rotor shafts found since the existing AD 2008-18-08, Amendment 39-15665, (73 FR 52201, September 9, 2008) was issued. We are issuing this AD to detect cracking on the IP compressor rotor rear balance land. IP compressor rotor rear balance land cracking can lead to uncontained failure of the rotor and damage to the airplane.

(e) Compliance

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

(f) RB211-Trent 700 Series Engines—Rear Balance Land Inspections

(1) Within 625 cycles-in-service (CIS) after the effective date of this AD, borescope inspect the IP compressor rotor shaft rear balance land. Use RB211 Trent 700 Series Propulsion System Non-Modification Alert Service Bulletin (NMASB) No. RB.211-72-AG270, Revision 4, dated March 21, 2011, sections 3.A.(2)(a) through 3.A.(2)(c) and 3.A.(3)(a) through 3.A.(3)(c), or 3.B.(2)(a) through 3.B.(2)(c) and 3.B.(4)(a) through 3.B.(4)(c), to do the inspection.

(2) Thereafter, repeat the inspection within every 625 cycles-since-last inspection (CSLI). You may count CSLI from the last borescope inspection or the last eddy current inspection (ECI), whichever has occurred last.

(3) At each shop visit after the effective date of this AD, perform an ECI and visually inspect the IP compressor rotor rear shaft balance land, and visually inspect the balance weights. Use RB211 Trent 700 and 800 Series Propulsion Systems NMASB No. RB.211-72-AG085, Revision 2, dated July 7, 2011, sections 3.A. through 3.D.(3)(b)(v), except paragraphs 3.D.(3)(a)(ii) and 3.D.(3)(b)(iii), to do the inspections.

(g) RB211-Trent 800 Series Engines–Rear Balance Land Inspections

(1) Within 475 CIS after the effective date of this AD, borescope inspect the IP compressor rotor shaft rear balance land. Use RB211 Trent 800 Series Propulsion System NMASB No. RB.211-72-AG264, Revision 5, dated March 21, 2011, sections 3.A.(2)(b) through 3.A.(2)(c) and 3.A.(3)(a) through 3.A.(3)(c), or 3.B.(2)(a) through 3.B.(2)(c) and 3.B.(4)(a) through 3.B.(4)(c), to do the inspection.

(2) Thereafter, repeat the inspection within every 475 CSLI. You may count CSLI from the last borescope inspection or the last ECI, whichever has occurred last.

(3) At each shop visit, perform an ECI and visually inspect the IP compressor rotor rear shaft balance land, and visually inspect the balance weights. Use RB211 Trent 700 and 800 Series Propulsion Systems NMASB No. RB.211-72-AG085, Revision 2, dated July 7, 2011, sections 3.A. through 3.D.(3)(b)(v), except paragraphs 3.D.(3)(a)(ii) and 3.D.(3)(b)(iii), to do the inspections.

(h) RB211-Trent 500 Series Engines–In-Shop Rear Balance Land Inspections

At each shop visit, perform an ECI of the IP compressor rotor shaft and visually inspect the balance weights. Use RB211 Trent 500 Series Propulsion System NMASB No. RB.211-72-AF260, Revision 5, dated July 7, 2011 sections 3.A. through 3.B.(3)(a)(iii) to do the visual inspection, or RB211 Trent 500 and 900 Series Propulsion Systems Non-Modification Service Bulletin (NMSB) No. RB.211-72-G448, Revision 3, dated July 7, 2011 section 3.D.(1) through 3.D.(14) to do the ECI.

(i) Definition

For the purposes of this AD, a shop visit is defined as introduction of an engine into a shop, and disassembly sufficient to expose the IP compressor module rear face.

(j) Mandatory Terminating Action for RB211-Trent 700 and RB211-Trent 800 Engines

(1) Perform mandatory terminating action to the in-shop repetitive inspections in paragraph (f)(2) and (f)(3) of this AD. At the next shop visit in which any level of inspection or strip is scheduled to be carried out on the IP compressor, modify RB211-Trent 700 engines by removing the existing IP compressor balance weights.

(2) Perform mandatory terminating action to the in-shop repetitive inspections in paragraph (g)(2) and (g)(3) of this AD. At the next shop visit in which any level of inspection or strip is scheduled to be carried out on the IP compressor, modify RB211-Trent 800 engines by removing the existing IP compressor balance weights.

(3) Once you have accomplished paragraph (j)(1) or (j)(2) of this AD, do not re-install balance weights on the IP compressor rear shaft balance land.

(k) Credit for Previous Actions

(1) For RB211-Trent 700 series engines:

(i) If you borescope inspected your RB211-Trent 700 series engine using RB211 Trent 700 Series Propulsion System NMASB No. RB.211-72-AG270, Revision 1, dated December 14, 2009, or Revision 2, dated December 21, 2010, or Revision 3, dated February 25, 2011, before the effective date of this AD, you have satisfied the requirements of paragraph f(1) of this AD.

(ii) If you performed the ECI and visual inspection of your RB211-Trent 700 series engines using RB211 Trent 700 and 800 Series Propulsion Systems NMASB No. RB.211-72-AG085, Revision 1, dated September 27, 2010, before the effective date of this AD, you have satisfied the ECI and visual inspections required by paragraph (f)(3) of this AD.

(2) For RB211-Trent 800 series engines:

(i) If you borescope inspected your RB211-Trent 800 series engine using RB211 Trent 800 Series Propulsion System NMASB No. RB.211-72-AG264, Revision 3, dated December 21, 2010, or Revision 4, dated February 25, 2011, before the effective date of this AD, you have satisfied the requirements of paragraph (g)(1) of this AD.

(ii) If you performed the ECI and visual inspection of your RB211-Trent 800 series engines using RB211 Trent 700 and 800 Series Propulsion Systems NMASB No. RB.211-72-AG085, Revision 1, dated September 27, 2010, before the effective date of this AD, you have satisfied the ECI and visual inspections required by paragraph (g)(3) of this AD.

(3) For RB211-Trent 500 series engines:

(i) If you performed the ECI of your RB211-Trent 500 series engines using RB211 Trent 500 Series Propulsion System NMASB No. RB.211-72-AF260, Revision 4, dated July 28, 2009, before the effective date of this AD, you have satisfied the ECIs required by paragraph (h) of this AD.

(ii) If you performed the in-shop visual inspection of your RB211-Trent 500 series engines using RB211 Trent 500 and 900 Series Propulsion Systems NMSB No. RB.211-72-G448, Revision 2, dated December 23, 2010, before the effective date of this AD, you have satisfied the in-shop visual inspections required by paragraph (h) of this AD.

(l) Alternative Methods of Compliance (AMOCs)

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

(m) Related Information

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

(2) European Aviation Safety Agency AD 2011-0221, dated November 14, 2011, also pertains to the subject of this AD.

(n) Material Incorporated by Reference

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

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

(i) Rolls-Royce plc RB211 Trent 700 Series Propulsion System Non-Modification Alert Service Bulletin No. RB.211-72-AG270, Revision 4, dated March 21, 2011.

(ii) Rolls-Royce plc RB211 Trent 700 and 800 Series Propulsion Systems Non-Modification Alert Service Bulletin No. RB.211-72-AG085, Revision 2, dated July 7, 2011.

(iii) Rolls-Royce plc RB211 Trent 800 Series Propulsion System Non-Modification Alert Service Bulletin No. RB.211-72-AG264, Revision 5, dated March 21, 2011.

(iv) Rolls-Royce plc RB211 Trent 500 Series Propulsion System Non-Modification Alert Service Bulletin No. RB.211-72-AF260, Revision 5, dated July 7, 2011.

(v) Rolls-Royce plc RB211 Trent 500 and 900 Series Propulsion Systems Non-Modification Service Bulletin No. RB.211-72-G448, Revision 3, dated July 7, 2011.

(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 from http://www.rolls-royce.com/contact/civil_team.jsp.

(4) You may review copies of the referenced 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 also review copies of the service information that is IBR 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 May 15, 2012.

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



2012-11-01 Rolls-Royce plc: Amendment 39-17064; Docket No. FAA-2012-0418; Directorate Identifier 2012-NE-12-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines.

(d) Reason

This AD was prompted by RR adding a new flight profile and an associated set of life limits. We are issuing this AD to prevent the failure of critical rotating parts, which could result in uncontained failure of the engine and damage to the airplane.

(e) Actions and Compliance

Compliance is required within 30 days after the effective date of this AD, unless already done.

(f) After the effective date of this AD, remove from service the parts listed by part number (P/N) in Table 1 of this AD before exceeding the new life limit indicated.

Table 1–Reduced Part Lives–Life in Cycles Using the MAX Profile

Part nomenclature	P/N	New life limit in MAX profile cycles
(1) Low-pressure (LP) Compressor Rotor Disc	FK14399, FK30901	10,080
(2) LP Compressor Rotor Shaft	FK20840	7,950
(3) Intermediate-pressure (IP) Compressor Rotor Shaft	FK24100, FK24496	8,140
(4) IP Rear Shaft	FK23564, FW18545	15,000
(5) High-pressure (HP) Compressor Stage 1 to 4 Rotor Discs Shaft	FK24009	MAX profile cycles prohibited
(6) HP Compressor Stage 1 to 4 Rotor Discs Shaft	FK26167, FK32580, FW88724	4,500

(7) HP Compressor Stage 1 to 4 Rotor Discs Shaft	FW11590, FW61622, FW88723, FW88725	6,000
(8) HP Compressor Stage 5 and 6 Discs and Cone	FK25230, FK27899	4,500
(9) HP Compressor Stage 5 and 6 Discs and Cone	FW24633	5,800
(10) HP Compressor Stage 5 and 6 Discs and Cone	FW24634	5,060
(11) HP Turbine Rotor Disc	FK24651, FK24790	4,500
(12) HP Turbine Rotor Disc	FK26893	5,540
(13) IP Turbine Rotor Disc	FK21117, FK33049	8,400
(14) IP Turbine Rotor Disc	FK33083	MAX profile cycles prohibited
(15) IP Turbine Rotor Shaft	FK23295, FK25180, FW18550, FW19626	10,380
(16) LP Turbine Stage 1 Rotor Disc	FK24971	15,000
(17) LP Turbine Stage 2 Rotor Disc	FK23208, FK26625	15,000
(18) LP Turbine Stage 3 Rotor Disc	FK24199, FK26626	15,000
(19) LP Turbine Stage 4 Rotor Disc	FK23210	15,000
(20) LP Turbine Stage 5 Rotor Disc	FK24200	15,000
(21) LP Turbine Rotor Shaft	FK20817	7,360

(g) Installation Prohibition

After the effective date of this AD, do not install any IP turbine rotor discs, P/N FK33083, into any engine.

(h) 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.

(i) Related Information

(1) You may find additional information on calculating MAX Profile Cycles, in RB211 Trent 800 Propulsion Systems Alert Service Bulletin (ASB) No. RB.211-72-AG801 and RR Time Limits Manual 05-00-01-800-801, Recording and Control of the Lives of Parts.

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

(3) Refer to European Aviation Safety Agency Airworthiness Directive 2012-0051, dated March 26, 2012, and RB211 Trent 800 Propulsion Systems ASB No. RB.211-72-AG801, dated December 8, 2011, for related information.

(4) 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 from http://www.rolls-royce.com/contact/civil_team.jsp.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on May 16, 2012.

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



2012-11-06 Gulfstream Aerospace Corporation: Amendment 39-17069; Docket No. FAA-2012-0494; Directorate Identifier 2012-NM-088-AD.

(a) Effective Date

This AD is effective May 29, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Gulfstream Aerospace Corporation Model G-1159, G-1159A, and G-1159B airplanes; certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings; and 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by a report of an improper structural modification that had excessive gaps in the wing-to-fuselage attachment fittings. We are issuing this AD to detect and correct excessive gaps in the wing-to-fuselage attachment fittings, which could result in reduced structural integrity at the wing-to-fuselage attachment and consequent separation of the wing from the airplane.

(f) Compliance

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

(g) Measurement and Repair

For airplanes identified in paragraphs (g)(1) and (g)(2) of this AD: Before further flight, measure to determine the clearance (gap) of the exposed rounded portion of the doubler and clothespin fitting at the wing-to-fuselage attachment, in accordance with Gulfstream III Alert Customer Bulletin 21, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 36, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes). If the clearance exceeds the limit specified in Gulfstream III Alert Customer Bulletin 21, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 36, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes); before further flight, repair in accordance with a method approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA. For a

repair method to be approved by the Manager, Atlanta ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(1) Model G-1159, and G-1159B airplanes, having serial numbers (S/N) 083, 084, 096, 130, 176, 202, 238, 239, and 240.

(2) Model G-1159A airplanes, having S/N 346, 355, 385, and 486.

(h) Records Review, Measurement, and Repair

For all airplanes except those identified in paragraph (g) of this AD: Within 10 flight hours or 60 days after the effective date of this AD, whichever occurs first, do a review of airplane maintenance records to determine if the aircraft service change specified in Gulfstream III Alert Customer Bulletin 22, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 37, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes); has been incorporated.

(1) For airplanes on which the aircraft service change specified in Gulfstream III Alert Customer Bulletin 22, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 37, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes); has not been incorporated: No more work is required by this AD.

(2) For airplanes on which the aircraft service change specified in Gulfstream III Alert Customer Bulletin 22, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 37, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes); has been incorporated: Within 10 flight hours or 60 days after the effective date of this AD, whichever occurs first, measure to determine the clearance (gap) of the exposed rounded portion of the doubler and clothespin fitting at the wing-to-fuselage attachment, in accordance with Gulfstream III Alert Customer Bulletin 22, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 37, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes). If the clearance exceeds the limit specified in Gulfstream III Alert Customer Bulletin 22, including Service Reply Card, dated May 18, 2012 (for Model G-1159A airplanes); or Gulfstream II/IIB Alert Customer Bulletin 37, including Service Reply Card, dated May 18, 2012 (for Model G-1159 and G-1159B airplanes); before further flight, repair in accordance with a method approved by the Manager, Atlanta ACO, FAA. For a repair method to be approved by the Manager, Atlanta, ACO, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(i) Reporting

Submit a report of the findings of any measurement required by paragraph (g) or (h) of this AD to Gulfstream, at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, using the Service Reply Card of the applicable customer bulletin specified in paragraph (g) or (h) of this AD. The report must include the measurement results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the measurement was done on or after the effective date of this AD: Submit the report within 10 days after the measurement.

(2) If the measurement was done before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

(j) Special Flight Permit

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(k) 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.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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.

(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.

(m) Related Information

For more information about this AD, contact Michael Cann, Senior Aerospace Engineer, Airframe Branch, ACE-117A, Atlanta Aircraft Certification Office, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5548; fax (404) 474-5606; email: michael.cann@faa.gov.

(n) Material Incorporated by Reference

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

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

(i) Gulfstream III Alert Customer Bulletin 21, including Service Reply Card, dated May 18, 2012.

(ii) Gulfstream III Alert Customer Bulletin 22, including Service Reply Card, dated May 18, 2012.

(iii) Gulfstream II/IIB Alert Customer Bulletin 36, including Service Reply Card, dated May 18, 2012.

(iv) Gulfstream II/IIB Alert Customer Bulletin 37, including Service Reply Card, dated May 18, 2012.

(3) For service information identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, Georgia 31402-2206; telephone 800-810-4853; fax 912-965-3520; email pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

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

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

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

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



2012-11-07 Honeywell International, Inc.: Amendment 39-17070; Docket No. FAA-2012-0195; Directorate Identifier 2012-NE-08-AD.

(a) Effective Date

This AD is effective July 5, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Honeywell International, Inc. ALF502L-2C; ALF502R-3; ALF502R-3A; ALF502R-5; LF507-1F; and LF507-1H turbofan engines.

(d) Unsafe Condition

This AD was prompted by two reports of engines experiencing uncontained release of low-pressure (LP) turbine blades. We are issuing this AD to prevent LP turbine overspeed leading to uncontained release of the LP turbine blades and damage to the airplane.

(e) Compliance

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

(f) Initial Check of the Overspeed Trip System

Within 30 operating hours after the effective date of this AD, perform an initial check of the overspeed trip system, in accordance with the applicable paragraphs for your engine as follows:

(1) ALF502L-2C Engines

(i) With engine operating at 65 percent NL (N1) speed (28 to 30 percent if overspeed controller 2-303-052-04 or later is installed), pull toggle lever of cockpit OVERSPEED TEST/RESET switch and hold in the OVERSPEED TEST position.

(ii) Activation of the engine overspeed system shall be verified by:

(A) Engine OVERSPEED TRIP light illuminated in cockpit.

(B) Reduction of engine NH (N2) speed.

(C) When engine NH (N2) speed begins to decrease, retract engine power lever to fuel cutoff position and turn off fuel boost pumps.

(D) Release lever of engine cockpit OVERSPEED TEST/RESET Switch.

(E) When engine is completely shut down, reset the engine Overspeed System by momentarily holding the engine cockpit OVERSPEED TEST/RESET switch on the RESET position.

(F) If engine does not shut down, manually shut down engine and perform a detailed functional test of the overspeed system. Guidance on performing a detailed functional test of the overspeed system can be found in the applicable engine maintenance manual instructions.

(2) ALF502R-3; ALF502R-3A; ALF502R-5, and LF507-1H Engines

- (i) With engine operating at ground idle, set engine NL (N1) speed to 30 to 35 percent.
- (ii) Press cockpit OVERSPEED TEST switch and hold.
- (iii) Activation of the engine overspeed system shall be verified by:
 - (A) Engine OVERSPEED TRIP light illuminated in cockpit.
 - (B) Shutdown of the engine [zero NH (N2) speed].
- (iv) Release cockpit OVERSPEED TEST switch and retract power lever to fuel cutoff position.
- (v) When the engine is completely shut down, reset the engine overspeed system.
- (vi) If engine does not shut down, manually shut down engine and perform a detailed functional test of the overspeed system. Guidance on performing a detailed functional test of the overspeed system can be found in the applicable engine manual instructions.

(3) LF507-1F Engines

- (i) With engine operating at ground idle, set engine NL (N1) speed to 30 to 35 percent.
- (ii) Activate cockpit overspeed test circuit (GRND TEST ENG OVSPD).
- (iii) After NL (N1) speed begins to decay, retard the throttle to the fuel cutoff position.
- (iv) Verify the following conditions:
 - (A) Engine shutdown.
 - (B) Overspeed system light (ENG OVSPD) is illuminated in cockpit.
- (v) Reset overspeed system circuit power.
- (vi) If engine does not shut down, manually shut down engine and perform a detailed functional test of the overspeed system. Guidance on performing a detailed functional test of the overspeed system can be found in the applicable engine manual instructions.

(g) Repetitive Checks of the Overspeed Trip System

(1) For ALF502L-2C engines, perform repetitive checks of the overspeed trip system at 100-hour intervals of operation, as specified in paragraph (f)(1) of this AD.

(2) For ALF502R-3; ALF502R-3A; ALF502R-5; and LF507-1H engines, perform repetitive checks of the overspeed trip system once every flight day, as specified in paragraph (f)(2) of this AD.

(3) For LF507-1F engines, perform repetitive checks of the overspeed trip system once every flight day, as specified in paragraph (f)(3) of this AD.

(h) Definition

For the purpose of this AD, a flight day is a 24-hour period during which at least one flight is indicated.

(i) Signing Off of Daily Repetitive Checks

Upon starting the daily repetitive checks, only one sign-off is required attesting to the daily check implementation.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

For more information about this AD, contact Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; phone: 562-627-5245; fax: 562-627-5210; email: robert.baitoo@faa.gov.

Issued in Burlington, Massachusetts, on May 23, 2012.
Peter A. White,
Manager Engine & Propeller Directorate,
Aircraft Certification Service.