

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2013-22**

10/21/2013 - 11/3/2013



Federal Aviation Administration
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2013-01			
2012-25-09		Rolls-Royce plc	RB211-524G2-19; RB211-524G2-T-19; RB211-524G3-19; RB211-524G3-T-19; RB211-524H2-19; RB211-524H2-T-19; RB211-524H-36; RB211-524H-T-36; RB211-535E4-37; RB211-535E4-B-37; RB211-535E4-B-75; and RB211-535E4-C-37 turbofan engines
2012-26-01	S 2005-13-27	Saab AB, Saab Aerosystems	SAAB 2000
2012-26-02		Boeing	737-300, -400, and -500 series
2012-26-03		Airbus	A330-202, -203, -223, -243, -302, -323, -342, -343, and A340-313
2012-26-05		Airbus	A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2012-26-08		Pratt & Whitney Canada Corp	PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines
2012-26-14		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
2012-26-15		Honeywell International Inc	See AD
2012-26-51		Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-27-01		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 turbofan engines
Biweekly 2013-02			
2012-25-13		The Boeing Company	747-100, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400F, and 747SR series
2012-26-04	S 2008-05-10	The Boeing Company	757-200, -200PF, and -200CB series
2013-01-02	S 2009-22-08	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP; and Model 757-200, -200PF, and -300 series
2013-01-03		The Boeing Company	737-300, -400, and -500; and Model 757-200 series
2013-02-03		Rolls-Royce plc	RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2013-02-51		The Boeing Company	787-8
Biweekly 2013-03			
2013-02-02		CFM International, S.A.	CFM56-3, CFM56-3B, and CFM56-3C turbofan engines
2013-02-04		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 engines
2013-02-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-02-06		Engine Alliance	GP7270 and GP7277 turbofan engines
2013-02-07		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-02-08		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-02-09		BAE SYSTEMS (OPERATIONS) LIMITED	BAe 146-100A, -200A, -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2013-02-10		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-02-11		Airbus	A310-203
2013-02-12		EADS CASA	CN-235, CN-235-100, CN-235-200, and CN-235-300

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

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2013-05-18	S 2012-02-04	Rolls-Royce plc	RB211 Trent 553-61, RB211 Trent 553A2-61, RB211 Trent 556-61, RB211 Trent 556A2-61, RB211 Trent 556B-61, RB211 Trent 556B2-61, RB211 Trent 560-61, and RB211 Trent 560A2-61 turbofan engine
2013-05-19		Rolls-Royce Deutschland Ltd & Co KG	Tay 611-8 turbofan engines
2013-05-20		Rolls-Royce Deutschland Ltd & Co KG	Spey 511-8 turbojet engines
2013-06-01		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 and Tay 650-15 turbofan engines
Biweekly 2013-07			
2013-05-10		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2013-05-12		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 IGW, ERJ 190-200 STD, -200 LR, -200 IGW, and ERJ 190-100 ECJ
2013-06-03		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-06-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-06-06		General Electric Company	CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5A3, CF34-8C5B1, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6, and CF34-8E6A1 turbofan engines
Biweekly 2013-08			
2013-04-04	S 2008-13-20	The Boeing Company	757-200, -200CB, -200PF, and -300 series
2013-05-04		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2013-07-02		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, and -233
2013-07-03		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and A340-642
2013-07-04	S 2007-05-13	Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-07-07		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-07-08		The Boeing Company	757-200, 757-200PF, 757-200CB, 757-300 series
2013-07-09		The Boeing Company	737-700, -700C, -800, -900ER, 747-400F, 767-200 and -300 series
2013-07-10		International Aero Engines	V2525-D5 and V2528-D5 turbofan engines
2013-07-11	S 2009-24-08	The Boeing Company	777-200, -200LR, -300, and -300ER series
2013-07-13		Dassault Aviation	Falcon 7X
2013-08-02	S 2007-26-05	The Boeing Company	777-200, -200LR, -300, and -300ER series
2013-08-03		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-08-08		The Boeing Company	737-600 series
2013-08-09		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series

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Biweekly 2013-09			
2013-08-10		Kelowna Flightcraft R & D Ltd.	340 and 440
2013-08-11		The Boeing Company	737-900 and -900ER series
2013-08-12		The Boeing Company	787-8
2013-08-13		The Boeing Company	767-300 series
2013-08-15		The Boeing Company	737-800 series
2013-08-16		The Boeing Company	737-700 and -700C series
2013-08-18		The Boeing Company	737-600, -700, -700C, -800, -900 and -900ER series
2013-08-20	S 2000-04-14	General Electric Company	CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B5F/B6/B1F/B2F/B4F/B6F/B7F/D1F turbofan engines
2013-08-23		The Boeing Company	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
Biweekly 2013-10			
2012-18-13 R1		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2013-05-08		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -, A340-211, -212, -213, -311, -312, and -313
2013-08-01		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-09-01	S 2003-08-15	The Boeing Company	737-200, -200C, -300, -400, and -500 series
2013-09-02	S 2000-25-07 S 2002-05-07	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2013-09-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-09-08		The Boeing Company	737-300, -400, and -500 series
2013-10-02	S 2003-18-05	The Boeing Company	757-200 and -200PF series
2013-10-52	E	General Electric Company	GE90-110B1 and GE90-115B turbofan engines
Biweekly 2013-11			
2013-09-08	COR	The Boeing Company	737-300, -400, and -500 series
2013-09-10	S 2000-07-06	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2013-09-11		Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 560XL, and 650
2013-10-03	S 2010-02-10	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2013-10-06		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2013-10-07		Airbus	A300 B4-601, B4-603, B4-620, B4-605R, and B4-622R
2013-11-03		Bombardier, Inc.	CL-215-1A10 and CL-215-6B11 (CL-215T Variant)
Biweekly 2013-12			
2013-11-04		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, 747SP, 767-200, -300, -300F, -400ER, 777-200, -200LR, -300, and -300ER series
2013-11-06		Dassault Aviation	Mystere-Falcon 900 and Falcon 900EX
2013-11-07		Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-11-12		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2013-11-13		Rolls-Royce plc	Viper Mk. 601-22 turbojet engines
2013-11-14		The Boeing Company	777-200 and -300 series
2013-12-02		Engine Alliance	GP7270 and GP7277 turbofan engines
2013-12-03		Rolls-Royce Deutschland Ltd & Co KG	BR700-725A1-12 turbofan engines

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

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2013-16-09		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
Biweekly 2013-17			
2013-15-08		Pratt & Whitney Canada Corp.	W118A, PW118B, PW119B, PW119C, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines
2013-15-09		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2013-15-11		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-15-12	S 2004-15-07	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2013-15-14	S 2008-06-29	The Boeing Company	737-300, -400, and -500 series
2013-15-15		The Boeing Company	27, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-15-16		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-15-21	S 2004-13-06	Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and Model A320-111, -211, -212, -214, -231, -232, and -233
2013-16-08		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-16-10		Hamilton Standard Division and Hamilton Sundstrand Corporation	See AD
2013-16-11		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-16-12		Bombardier, Inc.	DHC-8-102, -103, and DHC-8-106
2013-16-15		General Electric Company	GENx-2B67B turbofan engines
2013-16-17		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-16-18		Airbus	A320-214, -232, -233, A321-211, -213, and -231
2013-16-22		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
Biweekly 2013-18			
2013-05-08		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2013-15-10	S 2012-10-12	Rolls-Royce plc	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17, 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2013-15-13		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2013-15-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-15-18	S 2005-15-01	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2013-16-23		Rolls-Royce plc	RB211-524G2-19; -524G3-19; -524H2-19; -524H-36; RB211-524B-02; -524B2-19; -524B3-02; -524B4-02; -524C2-19; -524D4-19; -524D4-B-19; and -524D4-39; RB211-535C-37; -535E4-37; -535E4-B-37, and -535E4-B-75 turbofan engines
2013-16-24	S 90-23-14	The Boeing Company	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2013-16-25		Bombardier, Inc.	DHC-8-400, -401, and -402
2013-16-26		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2013-17-03		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302,

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S - Supersedes

2013-17-05 2013-17-09		Bombardier, Inc. Airbus	-303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313; A340-541, A340-642 CL-600-2C10, CL-600-2D15, and CL-600-2E25 A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
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Biweekly 2013-19

2013-17-06 2013-17-07		Fokker Services B.V. General Electric Company	F.27 Mark 050, F.28 Mark 0070 and 0100 GE90-76B, -85B, -90B, -94B, GE90-110B1 and -115B turbofan engines
2013-17-08	S 2010-20-08	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series
2013-18-02 2013-18-09 2013-19-02		The Boeing Company Honeywell ASCa Inc. Airbus	767-200, 767-300, 767-300F, and 767-400ER series See AD A330-201, -202, -203, -223, -223F, -243 -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343

Biweekly 2013-20

2013-18-08 2013-19-03	S 2004-18-06	Boeing Boeing	737-200, -200C, -300, -400, and -500 series airplanes 737-600, -700, -700C, -800, -900, and -900ER series airplanes
2013-19-04 2013-19-08		Boeing Boeing	737-600, -700, -700C, -800, and -900 series airplanes 727, 727C, -100, -100C, -200, and -200F series; 737-100, -200, and -200C series; 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SR, and 747SP series airplanes
2013-19-09	S 2012-26-51	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-111, -211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-19-13		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-300, 747-400, 747-400D, and 747SP series airplanes
2013-19-15		Boeing	Model 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, and 747SR series airplanes
2013-19-17 2013-19-18		Rolls-Royce plc Rolls-Royce plc	RB211-535E4-B-37 series turbofan engines RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB211-535E4-B-75 turbofan engines
2013-19-20 2013-19-21	S 2012-04-13	Boeing Rolls Royce plc	DC-10-10 and MD-10-10F airplanes RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61; and RB211 Trent 768-60, 772-60, and 772B-60; and RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17; and RB211-524G2-T-19, -524G3-T-19, -524H-T-36, and -524H2-T-19
2013-19-22 2013-19-23		Boeing Boeing	717-200 airplanes 737-600, -700, -700C, -800, -900, and -900ER series airplanes
2013-20-09 2013-20-12		Bombardier Boeing	CL-215-6B11 (CL-415 Variant) airplanes 767-200, -300, -300F, and -400ER series airplanes

Biweekly 2013-21

Due to the partial shutdown of the US Government, there were no AD's published in this Bi-weekly period.

Biweekly 2013-22

2013-16-10	COR	Hamilton Standard Division and Hamilton Sundstrand Corporation	6/5500/F and 24PF, 14RF, 14SF, 247F, and 568F series propellers
2013-20-04		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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
2013-20-06		Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2013-20-10	S 2000-12-11	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, and B4-622R
2013-20-11		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-20-14		The Boeing Company	747-400 and -400F series
2013-21-03		The Boeing Company	747-8F and 747-8 series
2013-21-07		The Boeing Company	727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series
2013-21-08		ATR-GIE Avions de Transport Régional	ATR72-101, -201, -102, -202, -211, -212, and -212A
2013-22-02		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313
2013-22-03		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-22-04		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, -315, DHC-8-400, -401, and -402
2013-22-05		Bombardier, Inc.	CL-600-2B16 (CL-601-3A and CL-601-3R Variants), and CL-600-2B16 (CL-604 Variant)
2013-22-06		The Boeing Company	747-100, 747-200B, and 747-200F series
2013-22-07		The Boeing Company	747-400 series
2013-22-08		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2013-22-09		Bombardier, Inc.	DHC-8-400, -401, and -402



CORRECTION: Federal Register Volume 78, Number 207 (Friday, October 25, 2013); Pages 63852-63853.

2013-16-10 Hamilton Standard Division and Hamilton Sundstrand Corporation: Amendment 39-17548; Docket No. FAA-2013-0262; Directorate Identifier 2013-NE-13-AD.

(a) Effective Date

This AD is effective September 19, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hamilton Standard Division 6/5500/F and 24PF and Hamilton Sundstrand Corporation 14RF, 14SF, 247F, and 568F series propellers.

(d) Unsafe Condition

This AD was prompted by the amount of corrosion detected during major inspections (MI). We are issuing this AD to prevent corrosion that could result in propeller failure and loss of airplane control.

(e) Compliance

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

(f) MI for Blades and Hubs That Have an Updated Airworthiness Limitations Section (ALS)

For Hamilton Sundstrand Corporation propeller models 14RF-9, 14RF-21, 14SF-5, 14SF-7, 14SF-11E, and 568F-1, that have an approved update to the ALS, within 45 days after the effective date of this AD, perform an MI on the blades and hubs no later than seven years after the date since installation (DSI). The DSI will begin at initial installation after the most recent MI or initial installation after production. Guidance on the inspections can be found in the applicable Hamilton Sundstrand Corporation models/manuals 14RF-9/P5186, revision 12, January 20, 2012; 14RF-21/P5189, revision 8, February 20, 2013; 14SF-5/P5188, revision 10, dated January 14, 2013; 14SF-7/P5185, revision 13, dated December 13, 2011; 14SF-11E/P5207, revision 2, dated June 28, 2012; and 568F-1/P5206, revision 9, dated February 22, 2013.

(g) MI for Blades and Hubs That Do Not Have an Updated ALS

For Hamilton Standard Division propeller models 6/5500/F and 24PF and Hamilton Sundstrand Corporation propeller models 14RF-19, 14RF-37, 14SF-11, 14SF-15, 14SF-23, 14SF-17, 14SF-19,

247F-1, 247F-1E, 247F-3, 568F-1, 568F-5, and 568F-7, that do not have an approved update to the ALS, within one year after the effective date of this AD, perform an MI on the blades and hubs no later than seven years after the DSI. The DSI will begin at initial installation after the most recent MI or initial installation after production. Guidance on the inspections can be found in the applicable Hamilton Standard Division models/manuals 6/5500/F/P5190 and 24PF/61-12-01, and Hamilton Sundstrand Corporation models/manuals 14RF-19/P5199, 14RF-37/P5209, 14SF-11/P5196, 14SF-15/P5197, 14SF-23/P5197, 14SF-17/P5198, 14SF-19/P5198, 247F-1/P5202, 247F-1E/P5204, 247F-3/P5205, 568F-1/P5214, 568F-5/P5203, and 568F-7/P5211.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

(1) For more information about this AD, contact Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7761; fax: 781-238-7170; email: michael.schwetz@faa.gov.

(2) Hamilton Sundstrand Corporation models/manuals 14RF-9/P5186, revision 12, January 20, 2012; 14RF-21/P5189, revision 8, February 20, 2013; 14SF-5/P5188, revision 10, dated January 14, 2013; 14SF-7/P5185, revision 13, dated December 13, 2011; 14SF-11E/P5207, revision 2, dated June 28, 2012; and 568F-1/P5206, revision 9, dated February 22, 2013, which are not incorporated by reference in this AD, can be obtained from Hamilton Sundstrand Corporation, using the contact information in paragraph (i)(3) of this AD.

(3) For service information identified in the AD, contact Hamilton Sundstrand Corporation, One Hamilton Road, Mail Stop 1A-3-C63, Windsor Locks, CT 06096-1010; or Hamilton Standard Division, United Technologies Corporation, One Hamilton Road, Mail Stop 1A-3-C63, Windsor Locks, CT 06096-1010; phone: 877-808-7575; fax: 860-660-0372; email: tech.solutions@hs.utc.com; Internet: <http://myhs.hamiltonsundstrand.com>. You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on August 2, 2013.
Carlos A. Pestana,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-20-04 Airbus: Amendment 39-17610. Docket No. FAA-2013-0543; Directorate Identifier 2012-NM-202-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes listed in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Model A318-111, -112, -121, and -122 airplanes.
- (2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes.
- (4) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by a determination that certain special washers used in retraction jack anchorage fitting bearing installation in the main landing gear (MLG) were incorrectly manufactured. We are issuing this AD to detect and correct installation of incorrectly manufactured special washers, which could lead to a local stress concentration resulting in possible reduction of the fatigue life of the jack fitting, and consequent reduction of the structural integrity of the affected 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) Detailed Inspection

Within 21,300 flight cycles after August 1, 2006, or within 30 days after the effective date of this AD, whichever occurs later: Do a detailed inspection of the left-hand (LH) and right-hand (RH) bearing assemblies of the MLG retraction jack anchorage fitting for correct installation, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1169, Revision 01, dated September 18, 2012, except as specified in paragraphs (i)(1) and (i)(2) of this AD.

Note 1 to paragraph (g) of this AD: The affected special washers having part number (P/N) D5725260120000 and P/N D5725664320000 were manufactured between October 2006 and January 2010.

(h) Related Investigative and Corrective Actions

If any special washer is found incorrectly seated during the inspection specified in paragraph (g) of this AD: Before further flight, do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1169, Revision 01, dated September 18, 2012, except as specified in paragraph (i)(3) of this AD.

(i) Exceptions to Inspections and Service Information

(1) Airplanes on which Airbus Modification 39730 or Airbus Modification 150311 has been embodied in production, or on which Airbus Service Bulletin A320-57-1157 has been embodied in service, do not have to be inspected as required by paragraph (g) of this AD, unless a special washer having P/N D5725260120000 or P/N D5725664320000 has been installed since the airplane's first flight, or since modification as specified in Airbus Service Bulletin A320-57-1157, as applicable. A review of airplane maintenance records is acceptable to make this determination if the part numbers of the special washers and modification status can be conclusively determined from that review.

(2) Bearing assemblies for the MLG retraction jack anchorage fitting on which no special washer replacement has been accomplished after August 1, 2006; and bearing assemblies for the MLG retraction jack anchorage fitting on which a special washer replacement has been accomplished as specified in Task 57-26-13-400-001-A, Installation of the Bearing Assembly of the Forward Pintle Pin; Task 57-26-13-400-002-A, Installation of the Bearing Assembly of the MLG Actuator Attachment; and Task 57-26-13-400-004-A Installation of the Bearing Seals of the MLG Actuator Bearing Assembly; of Subject 57-26-13, Attachment–Main Landing Gear, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual (AMM), Revision 50, dated November 1, 2012; do not have to be inspected as required by paragraph (g) of this AD. A review of airplane maintenance records is acceptable to make this determination if the status can be conclusively determined from that review.

(3) Where Airbus Service Bulletin A320-57-1169, Revision 01, dated September 18, 2012, specifies to contact Airbus and apply corrective action defined by Airbus: Before further flight, repair the jack anchorage fitting using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

(j) Parts Installation Limitations

As of the effective date of this AD, no person may install, on any airplane, a special washer having P/N D5725260120000 or P/N D5725664320000, unless it is installed in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1169, Revision 01, dated September 18, 2012; or in accordance with the instructions specified in the tasks identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD.

(1) Airbus Task 57-26-13-400-001-A, Installation of the Bearing Assembly of the Forward Pintle Pin, in Subject 57-26-13, Attachment–Main Landing Gear, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual (AMM), Revision 50, dated November 1, 2012.

(2) Airbus Task 57-26-13-400-002-A, Installation of the Bearing Assembly of the MLG Actuator Attachment, in Subject 57-26-13, Attachment–Main Landing Gear, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 AMM, Revision 50, dated November 1, 2012.

(3) Airbus Task 57-26-13-400-004-A Installation of the Bearing Seals of the MLG Actuator Bearing Assembly, in Subject 57-26-13, Attachment–Main Landing Gear, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 AMM, Revision 50, dated November 1, 2012.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-57-1169, dated January 10, 2012, which is not incorporated by reference in this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency Airworthiness Directive 2012-0223, dated October 23, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0543-0003>.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-57-1169, Revision 01, dated September 18, 2012.

(ii) Airbus Task 57-26-13-400-001-A, Installation of the Bearing Assembly of the Forward Pintle Pin in Subject 57-26-13, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual, Revision 50, dated November 1, 2012.

(iii) Airbus Task 57-26-13-400-002-A, Installation of the Bearing Assembly of the MLG Actuator Attachment in Subject 57-26-13, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual, Revision 50, dated November 1, 2012.

(iv) Airbus Task 57-26-13-400-004-A, Installation of the Bearing Seals of the MLG Actuator Bearing Assembly in Subject 57-26-13, of Chapter 57, Wings, of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual, Revision 50, dated November 1, 2012.

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

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

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

Issued in Renton, Washington, on September 19, 2013.

Ross Landes,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-20-06 Airbus: Amendment 39-17612. Docket No. FAA-2013-0832; Directorate Identifier 2012-NM-047-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 12, 2013.

(b) Affected ADs

This AD affects the ADs specified in paragraphs (b)(1) through (b)(7) of this AD:

- (1) AD 2003-14-11, Amendment 39-13230 (68 FR 41521, July 14, 2003);
- (2) AD 2004-11-08, Amendment 39-13654 (69 FR 31874, June 8, 2004);
- (3) AD 2004-13-25, Amendment 39-13707 (69 FR 41394, July 9, 2004);
- (4) AD 2004-18-14, Amendment 39-13793 (69 FR 55326, September 14, 2004);
- (5) AD 2007-05-12, Amendment 39-14973 (72 FR 10057, March 7, 2007);
- (6) AD 2008-06-07, Amendment 39-15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)); and
- (7) AD 2012-04-07, Amendment 39-16963 (77 FR 12989, March 5, 2012).

(c) Applicability

This AD applies to Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that existing maintenance requirements are not adequate to address the unsafe condition. We are issuing this AD to address the aging effects of aircraft systems. Such aging effects could change the characteristics of systems life-limited components leading to an increased potential for failure, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity or the controllability of the airplane.

(f) Compliance

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

(g) Maintenance Program Revision

Within 6 months after the effective date of this AD, revise the maintenance program by incorporating A340 Airworthiness Limitations Section (ALS), Part 4–Aging Systems Maintenance, Revision 02, dated October 12, 2011. Comply with all applicable instructions and airworthiness limitations included in A340 ALS, Part 4–Aging Systems Maintenance, Revision 02, dated October 12, 2011. The initial compliance times for the actions are within the applicable compliance times specified in the Record of Revisions pages of A340 ALS, Part 4–Aging Systems Maintenance, Revision 02, dated October 12, 2011, or within 6 months after the effective date of this AD, whichever is later.

(h) Alternative Actions or Intervals

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(i) Terminating Action for Other ADs

Accomplishing the revision of the maintenance program and complying with all applicable instructions and airworthiness limitations required by paragraph (g) of this AD terminates the requirements of the ADs specified in paragraphs (i)(1) through (i)(7) of this AD for Model A340 airplanes only.

- (1) AD 2003-14-11, Amendment 39-13230 (68 FR 41521, July 14, 2003).
- (2) AD 2004-11-08, Amendment 39-13654 (69 FR 31874, June 8, 2004).
- (3) AD 2004-13-25, Amendment 39-13707 (69 FR 41394, July 9, 2004).
- (4) AD 2004-18-14, Amendment 39-13793 (69 FR 55326, September 14, 2004).
- (5) AD 2007-05-12, Amendment 39-14973 (72 FR 10057, March 7, 2007).
- (6) AD 2008-06-07, Amendment 39-15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)).
- (7) AD 2012-04-07, Amendment 39-16963 (77 FR 12989, March 5, 2012).

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2012-0021, dated January 30, 2012, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0832.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (1)(3) and (1)(4) of this AD.

(l) 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) A340 Airworthiness Limitations Section (ALS), Part 4—Aging Systems Maintenance, Revision 02, dated October 12, 2011. The revision date is not identified on the title page of this document.

(ii) Reserved.

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

(4) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, 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 September 17, 2013.

Ross Landes,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-20-10 Airbus: Amendment 39-17616. Docket No. FAA-2013-0539; Directorate Identifier 2012-NM-145-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 2, 2013.

(b) Affected ADs

This AD supersedes AD 2000-12-11, Amendment 39-11789 (65 FR 37853, June 19, 2000).

(c) Applicability

This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, and B4-622R airplanes; certificated in any category; all manufacturer serial numbers, except airplanes on which Airbus Modification 10161 has been incorporated in production.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by a fleet survey and an updated fatigue and damage tolerance analysis indicating a high risk for fatigue cracking on the front and rear spar bottom booms. We are issuing this AD to detect and correct fatigue cracks in the bolt holes of the wing spars, which could result in reduced structural integrity of a wing spar.

(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) Repetitive Inspections

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD: Perform an ultrasonic inspection to detect fatigue cracking of the bolt holes inboard and outboard of rib 9 on the bottom booms of the front and rear wing spars, in accordance with the Accomplishment Instruction of Airbus Mandatory Service Bulletin A300-57-6037, Revision 04, dated February 24, 2011, except as specified in paragraph (k) of this AD. Repeat the inspection thereafter at intervals not to exceed the applicable time specified in paragraph (h) of this AD.

(1) For normal range airplanes, at the later of the times in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD.

(i) Within 14,100 flight cycles or 30,400 flight hours since airplane first flight or within 14,100 flight cycles or 30,400 flight hours since airplane modification done as specified in the

Accomplishment Instructions of Airbus Service Bulletin A300-57-6039 (which is not incorporated by reference in this AD), whichever occurs first.

(ii) Within 1,600 flight cycles or 3,400 flight hours, whichever occurs first after the effective date of this AD.

(2) For short range airplanes, at the later of the times in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) Within 15,200 flight cycles or 22,800 flight hours since airplane first flight, or since airplane modification done as specified in the Accomplishment Instructions of Airbus Service Bulletin A300-57-6039 (which is not incorporated by reference in this AD), whichever occurs first.

(ii) Within 1,700 flight cycles or 2,500 flight hours, whichever occurs first after the effective date of this AD.

(h) Repetitive Inspection Compliance Times

At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, repeat the inspection required by paragraph (g) of this AD.

(1) For normal range airplanes: Repeat the inspection thereafter at intervals not to exceed 3,900 flight cycles or 8,400 flight hours, whichever occurs first.

(2) For short range airplanes: Repeat the inspection thereafter at intervals not to exceed 4,200 flight cycles or 6,300 flight hours, whichever occurs first.

(i) Corrective Action for Cracking

If any crack is found during any inspection required by paragraph (g) of this AD: Before further flight, repair the cracking including applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-6037, Revision 04, dated February 24, 2011, except as specified in paragraph (k) of this AD. Do related investigative and corrective actions before further flight. Thereafter, repeat the inspection required by paragraph (g) of this AD at intervals not to exceed the applicable time specified in paragraph (h) of this AD. Corrective actions required by this paragraph do not constitute terminating action for the repetitive inspections required by paragraph (h) of this AD.

(j) Definition of Short Range and Long Range Airplanes

For purposes of this AD, short range airplanes are those with an average flight time lower than 1.5 flight hours, and normal range airplanes are those with an average flight time equal to or higher than 1.5 flight hours.

(k) Exception to Service Information

Where the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-6037, Revision 04, dated February 24, 2011, specify contacting Airbus for an approved repair: Before further flight, contact either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent), for instructions and do those instructions.

(l) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using any of the service bulletins specified in paragraphs (l)(1) through (l)(4) of this AD.

(1) Airbus Mandatory Service Bulletin A300-57-6037, dated August 1, 1994, which was incorporated by reference in AD 2000-12-11, Amendment 39-11789 (65 FR 37853, June 19, 2000).

(2) Airbus Mandatory Service Bulletin A300-57-6037, Revision 01, dated August 31, 1995, which was incorporated by reference in AD 2000-12-11, Amendment 39-11789 (65 FR 37853, June 19, 2000).

(3) Airbus Mandatory Service Bulletin A300-57-6037, Revision 02, dated January 9, 2001, which is not incorporated by reference in this AD.

(4) Airbus Mandatory Service Bulletin A300-57-6037, Revision 03, dated January 11, 2002, which is not incorporated by reference in this AD.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(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) AMOCs Approved Previously: AMOCs approved previously in accordance with AD 2000-12-11, Amendment 39-11789 (65 FR 37853, June 19, 2000), are approved as AMOCs for the corresponding provisions of this AD.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information EASA Airworthiness Directive 2012-0138, dated July 26, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0539-0002>.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (o)(4) and (o)(5) of this AD.

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on December 2, 2013.

(i) Airbus Mandatory Service Bulletin A300-57-6037, Revision 04, dated February 24, 2011.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on September 18, 2013.

Ross Landes,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-20-11 Airbus: Amendment 39-17617. Docket No. FAA-2013-0465; Directorate Identifier 2012-NM-085-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 2, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that oxygen generators, installed on a certain batch of passenger emergency oxygen container assemblies, might become detached by extreme pulling of the mask tube at the end of the oxygen supply causing a high temperature oxygen generator and mask to fall down. We are issuing this AD to prevent a high temperature oxygen generator and mask from falling down and possibly resulting in an ignition source in the passenger compartment, injury to passengers, and reduced availability of supplemental oxygen.

(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) Oxygen Container Assembly Modification

Except as specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, within 5,000 flight cycles, or 7,500 flight hours, or 24 months, whichever occurs first, after the effective date of this AD: Modify each type 1 (22 minute) passenger emergency oxygen container assembly installed on an airplane, having a part number (P/N) listed in paragraph (g)(1)(i) of this AD and a serial number (S/N) listed in paragraph (g)(1)(ii) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-35-1049, dated June 15, 2011; Airbus Service Bulletin A320-35-1053, dated June 15, 2011; Airbus Service Bulletin A320-35-1054, dated June 15, 2011; Airbus

Service Bulletin A320-35-1055, dated June 15, 2011; Airbus Service Bulletin A320-35-1056, dated June 15, 2011; Airbus Service Bulletin A320-35-1057, dated June 15, 2011; or Airbus Service Bulletin A320-35-1058, dated June 15, 2011; as applicable.

(1) An oxygen container that has a part number listed in paragraph (g)(1)(i) of this AD and a serial number as listed in paragraph (g)(1)(ii) of this AD, and that has been modified using the instructions of B/E Aerospace Service Bulletin 1XC22-0100-35-006, is compliant with the modification requirement of paragraph (g) of this AD.

(i) Oxygen container part numbers listed in paragraphs (g)(1)(i)(A) through (g)(1)(i)(D) of this AD, where xxxxx stands for an alphanumeric value.

(A) 13C22Lxxxxx0100.

(B) 13C22Rxxxxx0100.

(C) 14C22Lxxxxx0100.

(D) 14C22Rxxxxx0100.

(ii) Oxygen container serial numbers listed in paragraphs (g)(1)(ii)(A) through (g)(1)(ii)(H) of this AD.

(A) ARBC-0182 to ARBC-9999, inclusive.

(B) ARBD-0000 to ARBD-9999, inclusive.

(C) ARBE-0000 to ARBE-9999, inclusive.

(D) BEBF-0000 to BEBF-9999, inclusive.

(E) BEBH-0000 to BEBH-9999, inclusive.

(F) BEBK-0000 to BEBK-9999, inclusive.

(G) BEBL-0000 to BEBL-9999, inclusive.

(H) BEBM-0000 to BEBM-0454, inclusive.

(2) Airplanes on which Airbus Modification 150704 has not been embodied in production are excluded from the requirements of paragraph (g) of this AD, unless an oxygen container with a part number listed in paragraph (g)(1)(i) of this AD and a serial number listed in paragraph (g)(1)(ii) of this AD is installed.

(3) Airplanes on which Airbus Modification 150704 has been embodied in production and that are not listed by model and manufacturer serial number in Airbus Service Bulletin A320-35-1049, dated June 15, 2011; Airbus Service Bulletin A320-35-1053, dated June 15, 2011; Airbus Service Bulletin A320-35-1054, dated June 15, 2011; Airbus Service Bulletin A320-35-1055, dated June 15, 2011; Airbus Service Bulletin A320-35-1056, dated June 15, 2011; Airbus Service Bulletin A320-35-1057, dated June 15, 2011; or Airbus Service Bulletin A320-35-1058, dated June 15, 2011; as applicable; are excluded from the requirements of paragraph (g) of this AD, unless an oxygen container with a part number listed in paragraph (g)(1)(i) of this AD and a serial number listed in paragraph (g)(1)(ii) of this AD is installed.

Note 1 to paragraph (g) of this AD: The oxygen container assemblies listed in paragraph (g)(1)(i) of this AD and paragraph (g)(1)(ii) of this AD are B/E Aerospace products with the mark "B/E AEROSPACE" on the identification plate.

(h) Parts Installation Limitation

As of the effective date of this AD, no person may install, on any airplane, an oxygen container with a part number listed in paragraph (g)(1)(i) of this AD, and serial number listed in paragraph (g)(1)(ii) of this AD, unless the oxygen container has been modified according to Airbus Service Bulletin A320-35-1049, dated June 15, 2011; Airbus Service Bulletin A320-35-1053, dated June 15, 2011; Airbus Service Bulletin A320-35-1054, dated June 15, 2011; Airbus Service Bulletin A320-35-1055, dated June 15, 2011; Airbus Service Bulletin A320-35-1056, dated June 15, 2011; Airbus Service Bulletin A320-35-1057, dated June 15, 2011; or Airbus Service Bulletin A320-35-1058, dated June 15, 2011; as applicable.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency Airworthiness Directive 2012-0055, dated April 3, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0465-0002>.

(k) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-35-1049, dated June 15, 2011.

(ii) Airbus Service Bulletin A320-35-1053, dated June 15, 2011.

(iii) Airbus Service Bulletin A320-35-1054, dated June 15, 2011.

(iv) Airbus Service Bulletin A320-35-1055, dated June 15, 2011.

(v) Airbus Service Bulletin A320-35-1056, dated June 15, 2011.

(vi) Airbus Service Bulletin A320-35-1057, dated June 15, 2011.

(vii) Airbus Service Bulletin A320-35-1058, dated June 15, 2011.

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

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

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

Issued in Renton, Washington, on September 17, 2013.
Ross Landes,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-20-14 The Boeing Company: Amendment 39-17620; Docket No. FAA-2013-0303; Directorate Identifier 2012-NM-220-AD.

(a) Effective Date

This AD is effective December 2, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-400 and -400F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of cracks on airplanes prior to line number 1308 in the forward and aft inner chords of the station (STA) 2598 bulkhead, and the bulkhead upper and lower webs. We are issuing this AD to detect and correct cracks in the splice fitting, support frame, floor support, forward and aft inner chords, and the bulkhead upper and lower webs of the STA 2598 bulkhead, which could adversely affect the structural integrity of the airplane.

(f) Compliance

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

(g) High Frequency Eddy Current (HFEC) and Low Frequency Eddy Current (LFEC) Inspections

At the compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012; except as provided by paragraph (h)(2) of this AD: Do HFEC and LFEC inspections, as applicable, for cracks in the splice fitting, support frame, floor support, forward and aft inner chords, the bulkhead upper web on the upper left and right side of the bulkhead, and the bulkhead lower web on the lower left side of the bulkhead, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012.

(1) If no cracking is found, repeat the applicable inspections specified in paragraph (g) of this AD, thereafter, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012.

(2) If any cracking is found, do the actions specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) Before further flight, do the applicable repair, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012; except as provided by paragraph (h)(1) of this AD.

(ii) At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012, do HFEC and LFEC inspections for cracks in the unrepaired structure, and do an HFEC inspection for cracks in the repaired structure; as specified in and in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012.

(A) If no cracking is found, repeat the applicable HFEC and LFEC inspections specified in paragraph (g)(2)(ii) of this AD, thereafter, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012.

(B) If any cracking is found, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(h) Exceptions to the Service Information

(1) If any crack is found during any inspection required by this AD, and Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012, specifies to contact Boeing for appropriate action: Before further flight, repair the crack using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(2) Where Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-53A2815, dated November 8, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on September 19, 2013.

Ross Landes,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-21-03 the Boeing Company: Amendment 39-17627; Docket No. FAA-2013-0863; Directorate Identifier 2013-NM-178-AD.

(a) Effective Date

This AD is effective November 12, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Boeing Company Model 747-8F and 747-8 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-27A2515, dated August 23, 2013.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 27, Flight Controls.

(e) Unsafe Condition

This AD was prompted by a report of unusual noise coming from the left inboard elevator during a functional check of the ram air turbine system, and a determination that a bushing was not installed. We are issuing this AD to detect and correct non-installation of bushings. If the bushings are not present, the stiffness of the load path will be decreased, which will cause wear of adjacent parts and increased freeplay of the elevator surfaces. Freeplay that exceeds acceptable limits could result in divergent flutter for certain maneuvers, which could lead to loss of controllability of the airplane.

(f) Compliance

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

(g) Inspections and Corrective Actions

Except as required by paragraph (h)(1) of this AD, at the time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-27A2515, dated August 23, 2013: Do a detailed inspection of the inboard elevator left and right power control actuator (PCA) installations to determine if a bushing is installed; and do a general visual inspection between the left and right horizontal stabilizer rear spar and the elevator front spar, and between stabilizer station (STAB) (STA) 235 and 260 for defects and damage, and do all applicable corrective actions that are labeled as "RC" (Required for Compliance), in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-27A2515, dated August 23, 2013, except as required by paragraph (h)(2) of this AD. Doing the steps specified in Parts 1 and 2 of the Accomplishment Instructions of Boeing

Alert Service Bulletin 747-27A2515, dated August 23, 2013, are required for compliance. Do all applicable corrective actions that are labeled as "RC" before further flight.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 747-27A2515, dated August 23, 2013, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Although Boeing Alert Service Bulletin 747-27A2515, dated August 23, 2013, specifies to contact Boeing for repair instructions, and indicates that action is "RC" (Required for Compliance), this AD requires repairing before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) Except as required by paragraph (h)(2) of this AD: If the service information contains steps that are labeled as "RC" (Required for Compliance), those steps must be done to comply with this AD; any steps that are not labeled as "RC" are recommended. Those steps that are not labeled as "RC" may be deviated from, done as part of other actions, or done using accepted methods different from those identified in the specified service information without obtaining approval of an AMOC, provided the steps labeled as "RC" can be done and the airplane can be put back in a serviceable condition. Any substitutions or changes to steps labeled as "RC" require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Narinder Luthra, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6513; fax: (425) 917-6590; email: narinder.luthra@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-27A2515, dated August 23, 2013.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on September 30, 2013.

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



2013-21-07 The Boeing Company: Amendment 39-17631; Docket No. FAA-2013-0546; Directorate Identifier 2013-NM-050-AD.

(a) Effective Date

This AD is effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 727, 727C, 727-100, 727 -100C, 727-200, and 727-200F series airplanes, certificated in any category, identified as Group III and Group IV in Boeing Service Bulletin 55-46, dated April 8, 1970.

(d) Subject

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

(e) Unsafe Condition

This AD is intended to complete certain mandated programs intended to support the airplane reaching its limit of validity of the engineering data that support the established structural maintenance program. We are issuing this AD to prevent cracking at the upper fastener holes in the riveted web in the horizontal stabilizer center section rear spar, which could lead to horizontal stabilizer separation and loss of control of the airplane.

(f) Compliance

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

(g) Group III Airplanes: Inspection

For airplanes identified as Group III in Boeing Service Bulletin 55-46, dated April 8, 1970: At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD, do an eddy-current inspection for cracks in the web, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 55-46, dated April 8, 1970.

(1) Before the accumulation of 60,000 total flight cycles.

(2) Within 24 months or 2,500 flight cycles after the effective date of this AD, whichever occurs first.

(h) Group III Airplanes: Corrective Actions

For airplanes identified as Group III in Boeing Service Bulletin 55-46, dated April 8, 1970: After the inspection required by paragraph (g) of this AD, do the applicable actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) If no crack is found, before further flight, modify the web of the horizontal stabilizer center section rear spar, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 55-46, dated April 8, 1970.

(2) If any crack is found, repair before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) Group IV Airplanes: Modification

For airplanes identified as Group IV in Boeing Service Bulletin 55-46, dated April 8, 1970: At the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD, modify the web of the horizontal stabilizer center section rear spar, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 55-46, dated April 8, 1970.

(1) Before the accumulation of 60,000 total flight cycles.

(2) Within 24 months or 2,500 flight cycles after the effective date of this AD, whichever occurs first.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin 55-46, dated April 8, 1970.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on October 15, 2013.

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



2013-21-08 ATR–GIE Avions de Transport Régional: Amendment 39-17632. Docket No. FAA-2013-0624; Directorate Identifier 2013-NM-071-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR–GIE Avions de Transport Régional Model ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes, certificated in any category, except airplanes that have received ATR Modification 5948 in production.

(d) Subject

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

(e) Reason

This AD was prompted by reports of airplane incidents and accidents that have occurred because of low-level fuel tank situations and fuel starvation that resulted in engine flameouts. We are issuing this AD to prevent an engine flame-out, which could result in reduced controllability of the airplane.

(f) Compliance

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

(g) Installation

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD: Install a fuel quantity indicator (FQI) equipped with a locking adaptor on the electrical connector, in accordance with the Accomplishment Instructions of Avions de Transport Régional Service Bulletin ATR72-28-1026, dated February 26, 2013.

(1) For airplanes on which a fuel secondary low level detection system is not installed: Within 24 months after the effective date of this AD.

(2) For airplanes on which a fuel secondary low level detection system is installed: Within 36 months after the effective date of this AD.

Note 1 to paragraph (g) of this AD: The fuel secondary low level detection system may have been installed through the embodiment of ATR Modification 04686 in production, or as applicable, through ATR Service Bulletins ATR72-28-1013 or ATR72-28-1022 in service.

(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, 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, WA 98057-3356; telephone (425) 227-1137; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0047, dated March 4, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0624-0002>.

(j) Material Incorporated by Reference

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

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

(i) Avions de Transport Régional Service Bulletin ATR72-28-1026, dated February 26, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr.fr; Internet <http://www.aerochain.com>.

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

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

Issued in Renton, Washington, on September 30, 2013.

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



2013-22-02 Airbus: Amendment 39-17634. Docket No. FAA-2013-0665; Directorate Identifier 2012-NM-082-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls.

(e) Reason

This AD was prompted by reports of corrosion found on certain trimmable horizontal stabilizer actuators (THSA), affecting the ballscrew lower splines between the tie bar and the screw-jack. We are issuing this AD to detect and correct corrosion of the THSAs, which could lead, in the case of ballscrew rupture, to loss of transmission of THSA torque loads from the ballscrew to the tie-bar, prompting THSA blowback, and possibly resulting in loss of control of the airplane.

(f) Compliance

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

(g) Repetitive Inspections

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD, except as required by paragraphs (h)(1) and (h)(2) of this AD: Do a detailed inspection of the gaps between the screw shaft and tie rod teeth of any THSA having part numbers (P/N) 47147-500 and 47147-700, to determine if the corrosion condition is Type I, Type II, or Type III, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes); and the Accomplishment Instructions and flowchart following the Accomplishment Instructions of Goodrich Actuation Systems Service Bulletin 47147-27-18, dated February 17, 2012.

Repeat the inspection thereafter at intervals not to exceed 24 months until the modification specified in paragraph (k) is done.

(1) For any THSA, which, as of the effective date of this AD, has accumulated less than 156 months since its first flight on an airplane as THSA P/N 47147-400, or since its first flight after the modification specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3052 or A340-27-4059 has been done: Do the inspection before the accumulation of 156 months but not before the accumulation of 132 months since first flight on an airplane as THSA P/N 47147-400, or since the THSA's first flight after the modification specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3052 or A340-27-4059 has been done; or within 3 months after the effective date of this AD; whichever occurs later.

(2) For any THSA, which, as of the effective date of this AD, has accumulated 156 months or more since its first flight on an airplane as THSA P/N 47147-400, or since its first flight after the modification specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3052 or A340-27-4059 has been done: Do the inspection within 3 months after the effective date of this AD.

(h) Compliance Time Exceptions

(1) Some THSAs having P/N 47147-500 (and further derivative with P/N 47147-700) were originally THSA P/N 47147-400 and were subsequently modified in service. In this case, the time accumulated by any THSA must be calculated from the first installation on airplanes as THSA P/N 47147-400.

(2) Some THSAs having P/N 47147-500 (and further derivative with P/N 47147-700) were originally THSA P/N 47147-200, -210, -213, -300, -303, or -350 and were subsequently modified in service as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3052 or A340-27-4059. In this case, the time accumulated by any THSA must be calculated from the first flight on an airplane after the THSA has been modified as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3052 or A340-27-4059.

(i) Ballscrew Integrity Test and Corrective Actions

If, during any inspection required by paragraph (g) of this AD, it is determined that a THSA has Type II or Type III corrosion: Before further flight, do a ballscrew integrity test, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes).

(1) For THSAs having Type II or Type III corrosion, and on which the results of the ballscrew integrity test were not correct, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes): Before further flight, replace the affected THSA with a new or serviceable THSA, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes).

(2) For THSAs having Type III corrosion, and on which the results of the ballscrew integrity test are correct, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes): Within 10 days after the most recent

inspection, replace the THSA with a new or serviceable THSA, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes).

(3) For THSAs having Type II corrosion, and on which the results of the ballscrew integrity test are correct: Within 24 months or 4,400 flight cycles after the most recent inspection, whichever occurs first, replace the THSA with a new or serviceable THSA, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes).

(j) Replacement of a THSA Is Not Terminating Action

Replacement of a THSA with a THSA having P/N 47147-500 or 47147-700 does not constitute a terminating action for the repetitive inspections required by paragraph (g) of this AD.

(k) Optional Terminating Modification

(1) Replacing any THSA having P/N 47147-500 with a new improved THSA having P/N 47172-300 (Airbus modification 200238), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3182 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4178 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes); both dated February 14, 2012; terminates the repetitive inspections required by paragraph (g) of this AD.

(2) Replacing any THSA having P/N 47147-700 with a new improved THSA having P/N 47172-530 (Airbus modification 202802), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3194 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4187 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes); both dated October 8, 2012; terminates the repetitive inspections required by paragraph (g) of this AD.

(l) Parts Installation Limitation

As of the effective date of this AD, no person may install a THSA, P/N 47147-500 or P/N 47147-700, on any airplane, unless the THSA is classified as Type I (no corrosion), in accordance with the criteria defined in Goodrich Actuation Systems Service Bulletin 47147-27-18, dated February 17, 2012; and thereafter inspected in accordance with the requirements of paragraph (g) of this AD and any applicable actions required by paragraph (i) of this AD are accomplished.

(m) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraphs (g), (i), and (n) of this AD, if those actions were performed before the effective date of this AD using Airbus Mandatory Service Bulletin A330-27-3179, dated February 14, 2012, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for the actions specified in paragraphs (g), (i), and (n) of this AD, if those actions were performed before the effective date of this AD using Airbus Mandatory Service Bulletin A340-27-4175, dated February 14, 2012, which is not incorporated by reference in this AD.

(n) Reporting

Submit a report of the findings (both positive and negative) of the inspection required by paragraph (g) of this AD to Airbus, at the applicable time specified in paragraph (n)(1) or (n)(2) of this AD, using Appendix 01 of Airbus Mandatory Service Bulletin A330-27-3179, Revision 01, dated June 13, 2013 (for Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); or A340-27-4175, Revision 01, dated June 13, 2013 (for Model A340-211, -212, -213, -311, -312, and -313 airplanes).

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

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

(o) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(p) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0061R1, dated November 30, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0665-0002>.

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

(q) Material Incorporated by Reference

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

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

(i) Airbus Mandatory Service Bulletin A330-27-3179, Including Appendix 01, Revision 01, dated June 13, 2013.

(ii) Airbus Service Bulletin A330-27-3182, dated February 14, 2012.

(iii) Airbus Service Bulletin A330-27-3194, dated October 8, 2012.

(iv) Airbus Mandatory Service Bulletin A340-27-4175, including Appendix 01, Revision 01, dated June 13, 2013.

(v) Airbus Service Bulletin A340-27-4178, dated February 14, 2012.

(vi) Airbus Service Bulletin A340-27-4187, dated October 8, 2012.

(vii) Goodrich Actuation Systems Service Bulletin 47147-27-18, dated February 17, 2012.

(3) For Airbus service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>. For Goodrich Actuation Systems service information identified in this AD, contact Goodrich Corporation, Actuation Systems, Product Support Department 13, Avenue de L'Eguillette–Saint-Ouen L'Aumone Boite Postale 7186 95056, Cergy Pontoise Cedex, France; fax: 33-1-34326310.

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

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

Issued in Renton, Washington, on October 15, 2013.

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



2013-22-03 The Boeing Company: Amendment 39-17635; Docket No. FAA-2013-0666; Directorate Identifier 2013-NM-060-AD.

(a) Effective Date

This AD is effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes; certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 28, Fuel.

(e) Unsafe Condition

This AD was prompted by reports indicating that a standard fuel tank access door was located where an impact-resistant access door was required, and stencils were missing from some impact-resistant access doors. We are issuing this AD to prevent foreign object penetration of the fuel tank, which could cause a fuel leak near an ignition source (e.g., hot brakes), consequently leading to a fuel-fed fire.

(f) Compliance

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

(g) Inspections

Within 72 months after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 727-28-0134, dated January 12, 2012.

(1) Do either a general visual inspection or ultrasonic non-destructive test of the left- and right-hand wing fuel tank access doors to determine whether impact-resistant access doors are installed in the correct locations. If any standard access door is found, before further flight, replace with an impact-resistant access door, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 727-28-0134, dated January 12, 2012.

(2) Do a general visual inspection of the left- and right-hand wing fuel tank impact-resistant access doors to verify stencils and index markers are applied. If a stencil or index marker is missing,

before further flight, apply stencil or index marker, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 727-28-0134, dated January 12, 2012.

(h) Maintenance Program Revision

Within 60 days after the effective date of this AD, revise the maintenance program to incorporate Critical Design Configuration Control Limitation (CDCCL) Task 57-AWL-01, "Impact-Resistant Fuel Tank Access Door," of Section 1, Airworthiness Limitations (AWLs) of Boeing 727-100/200 Airworthiness Limitations (AWLs) Document D6-8766-AWL, Revision September 2012.

(i) No Alternative CDCCLs

After accomplishing the revision required by paragraph (h) of this AD, no alternative CDCCLs may be used unless the CDCCLs are approved as an alternative method of compliance in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

For more information about this AD, contact Suzanne Lucier, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6438; fax: 425-917-6590; email: suzanne.lucier@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin 727-28-0134, dated January 12, 2012.

(ii) Critical Design Configuration Control Limitation (CDCCL) Task 57-AWL-01, "Impact-Resistant Fuel Tank Access Door," of Section 1, Airworthiness Limitations (AWLs) of Boeing 727-100/200 Airworthiness Limitations (AWLs) Document D6-8766-AWL, Revision September 2012.

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

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

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

Issued in Renton, Washington, on October 15, 2013.

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



2013-22-04 Bombardier, Inc.: Amendment 39-17636. Docket No. FAA-2012-1311; Directorate Identifier 2011-NM-204-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes: Serial numbers 003 through 672 inclusive.

(2) Model DHC-8-400, -401, and -402 airplanes: Serial numbers 4003 through 4372 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 27: Flight controls.

(e) Reason

This AD was prompted by reports of excessive wear found in the clevis (bolt) hole where the rod assembly attaches to the rudder/brake pedal bellcrank, due to prolonged fretting. We are issuing this AD to detect and correct a worn or cracked clevis hole, which could cause failure of the bellcrank on one side, with subsequent asymmetric braking and consequent runway excursion.

(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 for Model DHC-8-100, -200, and -300 Series Airplanes

For Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes: Within 6,000 flight hours or 24 months after the effective date of this AD, whichever occurs first, inspect each bellcrank for cracking using liquid penetrant, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-27-111, dated June 15, 2011.

(1) If no cracking is found: Before further flight, rework the bellcrank, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-27-111, dated June 15, 2011.

(2) If any clevis hole is greater than 0.218 inch (measured edge-to-edge), or if any cracking is found: Before further flight, replace the bellcrank with a new bellcrank, or with a serviceable

bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-27-111, dated June 15, 2011.

(h) Actions for Certain Model DHC-8-400 Series Airplanes

For Model DHC-8-400, -401, and -402 airplanes that have accumulated less than or equal to 15,000 total flight hours as of the effective date of this AD: Within 6,000 flight hours after the effective date of this AD, but not to exceed 15,600 total flight hours, measure the edge-to-edge length of the clevis holes of each bellcrank, and inspect each bellcrank for cracking using liquid penetrant or eddy current inspection method; in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(1) If no cracking is found, and the edge-to-edge length of all clevis holes is less than or equal to 0.218 inch: Within 6,000 flight hours after the effective date of this AD, but not to exceed 15,600 total flight hours, rework the bellcrank, or replace the bellcrank with a new bellcrank or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(2) If no cracking is found, and any clevis hole edge-to-edge length is greater than 0.218 inch, but is less than or equal to 0.248 inch: Within 6,000 flight hours after the effective date of this AD, replace the bellcrank with a new bellcrank, or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(3) If no cracking is found, and any clevis hole edge-to-edge length is greater than 0.248 inch, but is less than or equal to 0.278 inch: Within 1,200 flight hours after doing the measurement/inspection required by paragraph (h) of this AD, replace the bellcrank with a new bellcrank, or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(4) If any cracking is found, or if any clevis hole edge-to-edge length exceeds 0.278 inch: Before further flight, replace the bellcrank with a new bellcrank, or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(i) Actions for Certain Other Model DHC-8-400 Series Airplanes

For Model DHC-8-400, -401, and -402 airplanes that have accumulated more than 15,000 total flight hours as of the effective date of this AD: Within 600 flight hours after the effective date of this AD, measure the edge-to-edge length of the clevis holes of each bellcrank, and inspect each bellcrank for cracking using liquid penetrant or eddy current inspection method; in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(1) If no cracking is found, and the edge-to-edge length of all clevis holes is less than or equal to 0.218 inch: Within 1,200 flight hours after the effective date of this AD, rework the bellcrank, or replace the bellcrank with a new bellcrank or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(2) If no cracking is found, and any clevis hole edge-to-edge length is greater than 0.218, inch but is less than or equal to 0.248 inch: Within 6,000 flight hours after the effective date of this AD, replace the bellcrank with a new bellcrank, or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(3) If no cracking is found, and any clevis hole edge-to-edge length is greater than 0.248 inch, but is less than or equal to 0.278 inch: Within 1,200 flight hours after the effective date of this AD, replace the bellcrank with a new bellcrank, or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(4) If any cracking is found, or any clevis hole edge-to-edge length exceeds 0.278 inch: Before further flight, replace the bellcrank with a new bellcrank, or with a serviceable bellcrank with bushings having part number 82710297-101 installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (h) and (i) of this AD, if those actions were performed before the effective date of this AD using the Accomplishment Instructions of Bombardier Service Bulletin 84-27-55, dated June 15, 2011.

(k) 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.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2011-32, dated August 15, 2011, for related information. The MCAI can be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2012-1311-0002>.

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

(m) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 8-27-111, dated June 15, 2011.

(ii) Bombardier Service Bulletin 84-27-55, Revision A, dated February 22, 2012.

(3) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on September 30, 2013.

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



2013-22-05 Bombardier, Inc.: Amendment 39-17637. Docket No. FAA-2013-0332; Directorate Identifier 2013-NM-009-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

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

(1) Bombardier, Inc. Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes, serial numbers (S/Ns) 5001 through 5194 inclusive.

(2) Bombardier, Inc. Model CL-600-2B16 (CL-604 Variant) airplanes, S/Ns 5301 through 5665 inclusive, and 5701 through 5918 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Reason

This AD was prompted by reports of airspeed mismatch between the pilot and co-pilot's airspeed indicators, which occurred during or after heavy rain. We are issuing this AD to prevent pitot static tubing from becoming blocked by water, which if not corrected, could lead to erroneous airspeed and altitude indications, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Inspection and Replacement for Certain Model CL-600-2B16 (CL-601-3A and CL-601-3R) Variants Airplanes

For Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes having S/Ns 5001 through 5194 inclusive: Within 24 months after the effective date of this AD, inspect for drain bottles having part number (P/N) 50029-001, 50030-001, 9035000, 9035001, 9435014, 9435015, or 601A51704-5.

(1) If none of the part numbers identified in paragraph (g) of this AD are found, no further action is required by this paragraph for that airplane.

(2) If any part number identified in paragraph (g) of this AD is found: Before further flight, replace the drain bottles that are installed on the pitot and static lines of the air data computers (ADC), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601-0617, Revision 03, dated December 20, 2012.

(h) Replacement for Certain Model CL-600-2B16 (CL-604 Variant) Airplanes

For Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5301 through 5665 inclusive: Within 24 months after the effective date of this AD, replace drain bottles installed on the pitot and static lines of the ADCs, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 604-34-065, Revision 02, dated December 20, 2012.

(i) Replacement for Certain Other Model CL-600-2B16 (CL-604 Variants) Airplanes

For Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5701 through 5918 inclusive: Within 24 months after the effective date of this AD, replace drain bottles installed on the pitot and static lines of the ADCs, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 605-34-027, Revision 02, dated December 20, 2012.

(j) Parts Installation Prohibitions

(1) As of the effective date of this AD, no person may install drain bottles having P/N 50029-001, 50030-001, 9035000, 9035001, 9435014, 9435015, or 601A51704-5 on any Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplane.

(2) As of the effective date of this AD, no person may install drain bottles having P/N 50029-001, 50030-001, 9035000, 9035001, 9435014, or 9435015 on the pitot and static lines of the ADCs; or drain bottles having P/N 50030-001, 50034-002, 9435014, or 9035001 on the pitot line of the integrated stand-by instrument (ISI); on any Model CL-600-2B16 (CL-604 Variant) airplanes, S/N 5301 through 5665 inclusive.

(3) As of the effective date of this AD, no person may install drain bottles having P/N 50029-001 or 50030-001 on the pitot and static lines of the ADCs; or P/N 50030-001 or 50034-002 on the pitot line of the ISI; on any Model CL-600-2B16 (CL-604 Variant) airplanes.

(k) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using a service bulletin specified in paragraphs (k)(1)(i) through (k)(1)(iii) of this AD.

(i) Bombardier Service Bulletin 601-0617, Revision 02, dated November 14, 2012, which is not incorporated by reference in this AD.

(ii) Bombardier Service Bulletin 601-0617, Revision 01, dated November 12, 2012, which is not incorporated by reference in this AD.

(iii) Bombardier Service Bulletin 601-0617, dated July 31, 2012, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using a service bulletin specified in paragraph (k)(2)(i) or (k)(2)(ii) of this AD.

(i) Bombardier Service Bulletin 604-34-065, Revision 01, dated October 15, 2012, which is not incorporated by reference in this AD.

(ii) Bombardier Service Bulletin 604-34-065, dated July 31, 2012, which is not incorporated by reference in this AD.

(3) This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using a service bulletin specified in paragraph (k)(3)(i) or (k)(3)(ii) of this AD.

(i) Bombardier Service Bulletin 605-34-027, Revision 01, dated October 15, 2012, which is not incorporated by reference in this AD.

(ii) Bombardier Service Bulletin 605-34-027, dated July 31, 2012, which is not incorporated by reference in this AD.

(l) 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, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information Canadian Airworthiness Directive CF-2012-30, dated December 7, 2012, for related information.

You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0332-0002>.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the address specified in paragraph (n)(3) of this AD

(n) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 601-0617, Revision 03, dated December 20, 2012.

(ii) Bombardier Service Bulletin 604-34-065, Revision 02, dated December 20, 2012.

(iii) Bombardier Service Bulletin 605-34-027, Revision 02, dated December 20, 2012.

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

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

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

Issued in Renton, Washington, on October 15, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-22-06 The Boeing Company: Amendment 39-17638; Docket No. FAA-2013-0625; Directorate Identifier 2013-NM-013-AD.

(a) Effective Date

This AD is effective December 5, 2013.

(b) Affected ADs

This AD supersedes AD 94-13-06, Amendment 39-8946 (59 FR 32879, June 27, 1994).

(c) Applicability

This AD applies to The Boeing Company Model 747-100, 747-200B, and 747-200F series airplanes, certificated in any category, as listed in Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder indicating that the upper deck tension ties of the fuselage are subject to widespread fatigue damage. We are issuing this AD to prevent widespread fatigue damage of certain fuselage upper deck tension ties, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Inspections and Repair/Modification

Except as required by paragraph (k)(3) of this AD, at the applicable time specified in Tables 1 and 3 of paragraph 1.E., "Compliance" of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012: Do detailed and surface high frequency eddy current (HFEC) inspections for cracks in the tension ties, as applicable, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, except as required by paragraph (k)(2) of this AD. The effective date of AD 94-13-06, Amendment 39-8946 (59 FR 32879, June 27, 1994) is July 27, 1994. Do all applicable corrective actions before further flight. Repeat the detailed and HFEC inspections thereafter at the time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, except as specified in paragraph (k)(1) of this AD. Repair of a

tension tie, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, except as required by paragraph (k)(2) of this AD, terminates the requirements of this paragraph for that tension tie only.

(h) Modification

Except as provided by paragraph (k)(3) of this AD, at the applicable time specified in Table 3 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012: Modify the tension ties, including doing an open-hole HFEC inspection for cracks before enlarging the hole, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012. Modification of the tension ties terminates the requirements of paragraph (g) of this AD. If any cracking is found, before further flight, do the repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(i) Post-Repair/Modification Inspections

At the applicable time specified in Table 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012: Do a detailed inspection of all repaired and modified tension ties, and do all applicable corrective actions, except as required by paragraph (k)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, except as required by paragraph (k)(2) of this AD. Repeat the inspection thereafter at the times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012. Do all applicable corrective actions before further flight.

(j) Credit for Previous Actions

This paragraph provides credit for the modification required by paragraphs (g) and (h) of this AD if that modification was done before the effective date of this AD using Boeing Service Bulletin 747-53-2371, dated July 29, 1993; or Boeing Service Bulletin 747-53-2371, Revision 1, dated April 27, 1995; which are not incorporated by reference in this AD. Boeing Service Bulletin 747-53-2371, dated July 29, 1993, was incorporated by reference in AD 94-13-06, Amendment 39-8946 (59 FR 32879, June 27, 1994).

(k) Exception to Service Information

(1) Where Row 2 of Table 3 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, specifies repeating a "detailed" inspection, "as given in Part 4" of this service information, the repetitive inspections required by this AD are "HFEC" inspections, done in accordance with Part 4 and Figure 8 of Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012.

(2) Where Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, specifies contacting Boeing for repair instructions, or does not include repair instructions for a crack found in an area other than the aft tension tie area: Before further flight, do the repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(3) Where Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012, specifies a compliance time of "after the Revision 2 date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(l) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) AMOCs approved for AD 94-13-06, Amendment 39-8946 (59 FR 32879, June 27, 1994), are approved as AMOCs for the corresponding actions required by paragraphs (g), (h), and (i) of this AD.

(m) Related Information

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

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

(n) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-53A2371, Revision 2, dated December 11, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on October 15, 2013.

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



2013-22-07 The Boeing Company: Amendment 39-17639; Docket No. FAA-2013-0667; Directorate Identifier 2013-NM-062-AD.

(a) Effective Date

This AD is effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-400 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of fasteners missing on an airplane undergoing a passenger-to-freighter conversion. We are issuing this AD to detect and correct missing or incorrect fasteners, which can lead to cracking and loss of load carrying capacity, resulting in a possible decompression event.

(f) Compliance

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

(g) Inspection

Except as required by paragraph (h)(1) of this AD, at the times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012: Do a general visual inspection for correct installation of the station 1920 splice clip common to the auxiliary sill web and the tie clip, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012, except as required by paragraph (h)(2) of this AD. Do all applicable related investigative and corrective actions before further flight.

(h) Exceptions to the Service Information

(1) Where Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012, specifies a compliance time "after the original issue date of the service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) If any cracking is found during any inspection required by this AD, and Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012, specifies contacting Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 747-53A2844, dated September 15, 2011, except the detailed inspection for cracking of the auxiliary sill outer chord tee and attached parts and all applicable related investigative and corrective actions must be done in accordance with Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012, at the times specified in paragraph (g) of this AD. Boeing Alert Service Bulletin 747-53A2844, dated September 15, 2011, is not incorporated by reference in this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

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

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

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-53A2844, Revision 1, dated July 30, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on October 17, 2013.

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



2013-22-08 BAE Systems (Operations) Limited: Amendment 39-17640. Docket No. FAA-2013-0631; Directorate Identifier 2012-NM-142-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category, all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by a report of a cracked pick-up bracket of the forward outboard pylon of the number 1 engine due to stress corrosion. We are issuing this AD to detect and correct cracking of the pick-up bracket, which could result in the engine pylon separating from the wing, with consequent damage to the airplane and reduced controllability.

(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) Repetitive Inspections

(1) Within the initial compliance time specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD, as applicable, and thereafter at intervals not to exceed 24 months: Do a special detailed inspection with a videoscope of the flanges of the Rib 10 forward pylon pick-up bracket of each engine pylon for cracking, corrosion, and other defects, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-073, Revision 1, dated January 27, 2012; or Revision 2, dated March 8, 2012.

(i) Within 6 months after the effective date of this AD, except as provided by paragraph (g)(1)(ii) of this AD.

(ii) For airplanes on which a maintenance records check positively determines that both forward pylon pick-up brackets have been replaced since first flight of the airplane: Within 20 months after the effective date of this AD.

(2) If, during any inspection required by paragraph (g)(1) of this AD, any cracking, corrosion or other defect of any Rib 10 forward pylon pick-up bracket is found: Before further flight, repair or replace the bracket as specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) Repair a bracket in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-073, Revision 1, dated January 27, 2012; or Revision 2, dated March 8, 2012.

(ii) Replace a bracket using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

(3) Repairing or replacing a Rib 10 forward pylon pick-up bracket, as required by paragraph (g)(2) of this AD, does not terminate the repetitive inspections required by paragraph (g)(1) of this AD.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if the actions were performed before the effective date of this AD using BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-073, dated September 6, 2010, which is not incorporated by reference in this AD.

(i) 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: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-1175; 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.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0136, dated July 20, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0631-0002>.

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

(k) Material Incorporated by Reference

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

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

(i) BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-073, Revision 1, dated January 27, 2012.

(ii) BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-073, Revision 2, dated March 8, 2012.

(3) For service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; email RAPublications@baesystems.com; Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

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

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

Issued in Renton, Washington, on October 17, 2013.

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



2013-22-09 Bombardier, Inc.: Amendment 39-17641. Docket No. FAA-2012-0594; Directorate Identifier 2012-NM-019-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 5, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers (S/N) 4001, 4003 and subsequent, equipped with rudder feel trim unit (RFTU) part number (P/N) 399500-1007.

(d) Subject

Air Transport Association (ATA) of America Code 27: Flight Controls.

(e) Reason

This AD was prompted by reports of movement of the rudder pedals being impeded due to corrosion of the trunnion shaft of the RFTU. We are issuing this AD to detect and correct any sign of rough movement or seizure of the trunnion shaft and its bushing, which could cause a rudder control jam or a large and rapid alternating rudder input leading to a structural failure of the vertical fin.

(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, Replacement, and Lubrication

Within 200 flight hours or two months after the effective date of this AD, whichever occurs first: Inspect the RFTU to determine whether the serial number is in the range from S/N 0008 through 0509 inclusive without a suffix 'B,' in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-60, dated July 12, 2012. A review of airplane maintenance records is acceptable in lieu of this inspection if the serial number of the RFTU can be conclusively determined from that review.

(1) If the RFTU's serial number is not in the range from S/N 0008 through 0509 inclusive, or if the serial number has a suffix 'B,' no further action is required for this paragraph.

(2) If the RFTU's serial number is in the range from S/N 0008 through 0509 inclusive, including those with a suffix 'A,' but not including those with suffix 'B': Within 200 flight hours or 2 months,

whichever occurs first after the effective date of this AD, perform an operational check of the RFTU for any sign of rough movement or seizure of the trunnion or center shaft, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-60, dated July 12, 2012.

(i) If rough movement or seizure of the RFTU trunnion or center shaft is found: Before further flight, replace the RFTU with a new or serviceable RFTU, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-60, dated July 12, 2012.

(ii) If no rough movement or seizure of the RFTU trunnion or center shaft is found: Before further flight, lubricate the RFTU, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-60, dated July 12, 2012. Repeat the lubrication of the RFTU at intervals not to exceed 600 flight hours or 3 months, whichever occurs first, until the RFTU is replaced with a unit that has a serial number outside the affected range or a serial number with a suffix 'B.'

(h) Replacement

For airplanes having an RFTU identified in paragraph (g)(2) of this AD: Except as required by paragraph (g)(2)(i) of this AD, within 5,000 flight hours or 3 years after the effective date of this AD, whichever occurs first, replace all affected RFTUs with units that have a serial number outside the range from S/Ns 0008 through 0509 inclusive, or that have a serial number with a suffix 'B,' in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-27-60, dated July 12, 2012. Installing replacement RFTUs having conformal bushings terminates the repetitive lubrication requirements of paragraph (g)(2)(ii) of this AD for the affected RFTU.

(i) Parts Installation Limitation

As of the effective date of this AD, no person may install an RFTU P/N 399500-1007 with a serial number from S/N 0008 through 0509 inclusive, including serial numbers with suffix 'A,' on any airplane, except that RFTUs having a serial number with suffix 'B' may be installed.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(k) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2012-02R1, dated October 12, 2012, for related information, which can be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2012-0594-0006>.

(I) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-27-60, dated July 12, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on October 18, 2013.

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