

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2013-26**

12/16/2013 - 12/29/2013



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	GEEx-2B67B turbofan engines
2013-16-17		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-16-18		Airbus	A320-214, -232, -233, A321-211, -213, and -231
2013-16-22		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
Biweekly 2013-18			
2013-05-08		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2013-15-10	S 2012-10-12	Rolls-Royce plc	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17, 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2013-15-13		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2013-15-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-15-18	S 2005-15-01	Lockheed Martin	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2013-16-23		Rolls-Royce plc	RB211-524G2-19; -524G3-19; -524H2-19; -524H-36; RB211-524B-02; -524B2-19; -524B3-02; -524B4-02; -524C2-19; -524D4-19; -524D4-B-19; and -524D4-39; RB211-535C-37; -535E4-37; -535E4-B-37, and -535E4-B-75 turbofan engines
2013-16-24	S 90-23-14	The Boeing Company	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2013-16-25		Bombardier, Inc.	DHC-8-400, -401, and -402
2013-16-26		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, and -313
2013-17-03		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302,

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
2013-17-05		Bombardier, Inc.	-303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313; A340-541, A340-642
2013-17-09		Airbus	CL-600-2C10, CL-600-2D15, and CL-600-2E25 A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
Biweekly 2013-19			
2013-17-06		Fokker Services B.V.	F.27 Mark 050, F.28 Mark 0070 and 0100
2013-17-07		General Electric Company	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		The Boeing Company	767-200, 767-300, 767-300F, and 767-400ER series
2013-18-09		Honeywell ASCa Inc.	See AD
2013-19-02		Airbus	A330-201, -202, -203, -223, -223F, -243 -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
Biweekly 2013-20			
2013-18-08	S 2004-18-06	Boeing	737-200, -200C, -300, -400, and -500 series airplanes
2013-19-03		Boeing	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2013-19-04		Boeing	737-600, -700, -700C, -800, and -900 series airplanes
2013-19-08		Boeing	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		Rolls-Royce plc	RB211-535E4-B-37 series turbofan engines
2013-19-18		Rolls-Royce plc	RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB211-535E4-B-75 turbofan engines
2013-19-20		Boeing	DC-10-10 and MD-10-10F airplanes
2013-19-21	S 2012-04-13	Rolls Royce plc	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		Boeing	717-200 airplanes
2013-19-23		Boeing	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2013-20-09		Bombardier	CL-215-6B11 (CL-415 Variant) airplanes
2013-20-12		Boeing	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
Biweekly 2013-23			
2013-14-04		Airbus	A330-223F, -223, -321, -322, and -323
2013-19-14	S 2009-04-07 S 2011-02-09	Airbus	A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and 642
2013-19-17		Rolls-Royce plc	RB211-535E4-B-37 series turbofan engines
2013-22-10		Dassault Aviation	Fan Jet Falcon, Mystere-Falcon 200, Mystere-Falcon 20-C5, 20-D5, 20-E5, and 20-F5
2013-22-11	S 2009-10-06	The Boeing Company	747-400 and -400D series
2013-22-18		EMBRAER	EMB-135ER, -135KE, -135KL, -135LR, EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2013-23-02		EADS CASA	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2013-23-03		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
2013-23-04		The Boeing Company	737-600, -700, -800, -900, and -900ER series
2013-23-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
Biweekly 2013-24			
2013-23-01		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15, 650-15, and 651-54 turbofan engines
2013-23-06		The Boeing Company	757-200 and -200PF series
2013-23-12		Rolls-Royce plc	RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan engines
2013-23-13		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, and A300 C4-605R Variant F
2013-23-15	S 2009-06-02	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 series
2013-23-16		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2013-23-17		Rolls-Royce plc	RB211-535E4-37, -535E4-B-37, -535E4-C-37, RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2013-24-01		The Boeing Company	747-8, 747-8F series, and 787-8

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2013-25			
2013-17-02		Airbus	A318-112, A319-111, A319-112, A319-115, A319-132, and A319-133
2013-22-19		Gulfstream Aerospace Corporation	GV and GV-SP
2013-23-14		General Electric Company	GENx-2B67 and GENx-2B67B turbofan engines
2013-23-18		General Electric Company	GE90-110B1 and -115B turbofan engines
2013-24-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-24-07		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
2013-24-08	S 2006-06-14	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
2013-24-10		The Boeing Company	757-200, -200PF, -200CB, -300 series, 767-200, -300, -300F, and -400ER series
2013-24-11		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 series
2013-24-12		The Boeing Company	747-8 and 747-8F series
2013-24-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series, 737-600, -700, -700C, -800, and -900 series
2013-24-15	S 2007-11-08	The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2013-25-01		Dassault Aviation	Falcon 10
Biweekly 2013-26			
2013-24-09		EADS CASA	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF
2013-24-17		General Electric Company	GE90-110B1 and GE90-115B turbofan engines
2013-24-18		The Boeing Company	747-200B, 747-200C, 747-200F, 747-300, and 747SR series
2013-25-05		The Boeing Company	737-300, -400, and -500 series
2013-25-08	S 2009-24-09	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
2013-25-11	S 2010-24-07	Airbus	A318-111, -112, -121, and -122 airplanes; Model 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
2013-25-12		The Boeing Company	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), and DC-9-41



2013-24-09 EADS CASA (Type Certificate Previously Held by Construcciones Aeronáuticas, S.A.): Amendment 39-17683. Docket No. FAA-2013-0688; Directorate Identifier 2012-NM-221-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 21, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to EADS CASA (Type Certificate previously held by Construcciones Aeronáuticas, S.A.) Model C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes; certificated in any category; all serial numbers, except those that have been modified in production to incorporate EADS CASA Modification 10515.

(d) Subject

Air Transport Association (ATA) of America Code 76, Engine Controls.

(e) Reason

This AD was prompted by a report of the propeller pitch control (PPC) lever becoming disconnected from the engine due to a missing bolt. We are issuing this AD to prevent PPC shaft disconnection, which could lead to a loss of propeller pitch control, possibly resulting in uncommanded change to the engine power settings and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Modification

Within 24 months after the effective date of this AD, modify the PCC lever attachment system of the aircraft engine, in accordance with the Accomplishment Instructions of EADS-CASA Service Bulletin SB-212-76-0009, Revision 1, dated August 03, 2012.

Note 1 to paragraph (g) of this AD: EADS-CASA Service Bulletin SB-212-76-0009, Revision 1, dated August 03, 2012, refers to Honeywell Service Bulletin TPE331-72-2190, dated December 21, 2011, as an additional source of guidance for modifying the cam assembly.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, ANM-116, International Branch, 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: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-1112; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0251, dated November 27, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0688-0002>.

(2) Honeywell service information referenced in this AD can be obtained from Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; Web site: <http://portal.honeywell.com>; or call Honeywell toll free at phone: 800-601-3099 (U.S./Canada) or 602-365-3099 (International Direct).

(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) EADS-CASA Service Bulletin SB-212-76-0009, Revision 1, dated August 03, 2012.

(ii) Reserved.

(3) For EADS-CASA service information identified in this AD, contact EADS-CASA, Military Transport Aircraft Division (MTAD), Integrated Customer Services (ICS), Technical Services, Avenida de Aragón 404, 28022 Madrid, Spain; telephone +34 91 585 55 84; fax +34 91 585 55 05; email MTA.TechnicalService@casa.eads.net; Internet <http://www.eads.net>.

(4) 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.

(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 November 15, 2013.

John Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-24-17 General Electric Company: Amendment 39-17694; Docket No. FAA-2013-0879; Directorate Identifier 2013-NE-30-AD.

(a) Effective Date

This AD is effective December 31, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) GE90-110B1 and GE90-115B turbofan engines with high pressure compressor (HPC) rotor stage 2-5 spools, part numbers (P/Ns) 351-103-106-0, 351-103-107-0, 351-103-141-0, 351-103-142-0, 351-103-144-0, 351-103-145-0, 351-103-148-0, 351-103-149-0, and 351-103-151-0, with spool serial numbers listed in paragraph 4, Appendix A of GE Service Bulletin (SB) No. GE90-100 S/B 72-0499, dated August 14, 2013.

(d) Unsafe Condition

This AD was prompted by reports of cracks in HPC rotor stage 2-5 spool aft spacer arms. We are issuing this AD to prevent failure of a critical life-limited rotating engine part, which could result in an uncontained engine failure and damage to the airplane.

(e) Compliance

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

(f) Parts Removal

Remove from service HPC rotor stage 2-5 spools with serial numbers listed in paragraph 4, Appendix A of GE SB No. GE90-100 S/B 72-0499, dated August 14, 2013, as follows:

(1) For spools with fewer than 4,500 cycles since new (CSN) on the effective date of this AD, before exceeding 5,000 CSN.

(2) For spools with 4,500 CSN or more but fewer than 5,200 CSN on the effective date of this AD, within an additional 500 cycles in service (CIS) after the effective date of this AD but not to exceed 5,500 CSN.

(3) For spools with 5,200 CSN or more but fewer than 5,600 CSN on the effective date of this AD, within an additional 300 CIS after the effective date of this AD but not to exceed 5,800 CSN.

(4) For spools with 5,600 CSN or more but fewer than 5,800 CSN on the effective date of this AD, within an additional 200 CIS after the effective date of this AD but not to exceed 5,850 CSN.

(5) For spools with 5,800 CSN or more but fewer than 6,000 CSN on the effective date of this AD, within an additional 50 CIS after the effective date of this AD but not to exceed 6,000 CSN.

(6) For spools with 6,000 CSN or more on the effective date of this AD, before the next flight.

(7) For spools that are not installed on the effective date of this AD and are subsequently installed onto any engine after the effective date of this AD, before exceeding 5,000 CSN.

(g) Prohibition Statement

After the effective date of this AD, do not install or re-install onto any engine any HPC rotor stage 2-5 spool with a serial number listed in paragraph 4, Appendix A of GE SB No. GE90-100 S/B 72-0499, dated August 14, 2013, that exceeds 5,000 CSN.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

For more information about this AD, contact Tomasz Rakowski, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7735; fax: (781) 238-7199; email: tomasz.rakowski@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) General Electric Company (GE) Service Bulletin No. GE90-100 S/B 72-0499, dated August 14, 2013.

(ii) Reserved.

(3) For GE service information identified in this AD, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: (513) 552-3272; email: geae.aoc@ge.com.

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

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

Issued in Burlington, Massachusetts, on November 27, 2013.

Carlos A. Pestana,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-24-18 The Boeing Company: Amendment 39-17695; Docket No. FAA-2013-0704; Directorate Identifier 2013-NM-074-AD.

(a) Effective Date

This AD is effective January 21, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-200B, 747-200C, 747-200F, 747-300, and 747SR series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013.

(d) Subject

Air Transport Association (ATA) of America Code 54, Nacelles/Pylons.

(e) Unsafe Condition

This AD was prompted by reports of cracks of both lower chords and web on certain outboard struts. We are issuing this AD to prevent cracked chords and web on certain outboard struts, which, if the chord severs, could result in reduced structural integrity of the diagonal brace load path and of the strut-to-wing attachment, and consequent separation of a strut and engine from the airplane during flight.

(f) Compliance

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

(g) Initial and Repetitive Inspections

Except as required by paragraph (j)(1) of this AD, at the compliance time specified in table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013: Do a detailed inspection for cracking of the lower spar chords and web, a high frequency eddy current (HFEC) inspection for cracking of the lower spar chords, and all applicable repairs and modifications, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013, except as required by paragraph (j)(2) of this AD. If no cracking is found, repeat the inspections thereafter at intervals not to exceed 600 flight cycles, until the actions specified in paragraph (h) of this AD have been accomplished. Do all applicable corrective actions before further flight. Accomplishing a repair and modification, including open-hole HFEC inspections for cracking and applicable corrective actions required by this paragraph

terminates the actions required by paragraphs (g) and (h) of this AD for the repaired and modified strut only. The open-hole HFEC inspection for cracking must be done before the modification.

(h) Inspection and Modification

Except as required by paragraph (j)(1) of this AD, at the compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013: Do a detailed inspection for cracking of the lower spar chords and web, an HFEC inspection for cracking of the lower spar chords, a lower spar chord modification, including open-hole HFEC inspections for cracking in the chord and all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013, except as required by paragraph (j)(2) of this AD. Do all applicable corrective actions before further flight. Doing the actions specified in this paragraph terminates the requirements of paragraph (g) of this AD for the modified strut only. The open-hole HFEC inspection for cracking must be done before the modification.

(i) Post Modification Repetitive Inspections

For airplanes on which a modification required by paragraph (g) or (h) of this AD has been done: At the compliance time specified in table 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013, do a detailed inspection for any cracking of the lower spar web and chord, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013, except as required by paragraph (j)(2) of this AD. Repeat the inspection thereafter at intervals not to exceed 18 months. Do all applicable corrective actions before further flight.

(j) Exceptions

(1) Where Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013, specifies a compliance time after the original issue date on the service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Alert Service Bulletin 747-54A2237, dated March 14, 2013, 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 (k) of this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office, 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 (l) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(l) Related Information

For more information about this AD, contact 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.

(m) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-54A2237, dated March 14, 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, 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 November 26, 2013.

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



2013-25-05 The Boeing Company: Amendment 39-17701; Docket No. FAA-2013-0421; Directorate Identifier 2013-NM-003-AD.

(a) Effective Date

This AD is effective January 31, 2014.

(b) Affected ADs

Certain requirements of this AD terminate certain requirements of AD 2011-12-09, Amendment 39-16716 (76 FR 33988, June 10, 2011).

(c) Applicability

This AD applies to The Boeing Company Model 737-300, -400, and -500 series airplanes; certificated in any category; identified as Groups 5, 6, 7, and 9 in Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2822, Fuel boost pump.

(e) Unsafe Condition

This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent damage to the fuel pumps caused by electrical arcing that could introduce an ignition source in the fuel tank, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

(f) Compliance

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

(g) Installation of Ground Studs and Bonding Jumper and Fuel Boost Pump Relays Replacement

For airplanes in Groups 5, 6, 7, and 9, Configuration 1, as identified in Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012 (airplanes on which Boeing Alert Service Bulletin 737-28A1212 was not done): Within 60 months after the effective date of this AD, install ground studs and a bonding jumper, replace fuel boost pump relays, and do certain bonding resistance measurements, in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012. Doing the actions required by this paragraph terminates the requirements of paragraph (g) of AD 2011-12-09, Amendment 39-16716

(76 FR 33988, June 10, 2011), for airplanes in Groups 5, 6, 7, and 9, Configuration 1 only, provided that the requirements of paragraph (g) of this AD are done at the time given in AD 2011-12-09.

(h) Ground Studs and Bonding Jumper Installation and GFI Relay Position Change

For airplanes in Groups 5, 6, 7, and 9, Configuration 2, as identified in Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012 (airplanes on which Boeing Alert Service Bulletin 737-28A1212, dated July 23, 2009 was done): Within 60 months after the effective date of this AD, install ground studs and a bonding jumper, change the GFI relay position, and do certain bonding resistance measurements, in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012. Doing the actions required by this paragraph terminates the requirements of paragraph (h) of AD 2011-12-09, Amendment 39-16716 (76 FR 33988, June 10, 2011), for airplanes in Groups 5, 6, 7, and 9, Configuration 2 only, provided that the requirements of paragraph (h) of this AD are done at the time given in AD 2011-12-09.

(i) Ground Fault Interrupt (GFI) Relay Position Change

For airplanes in Groups 5, 6, 7, and 9, Configuration 3, as identified in Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012 (certain airplanes on which Boeing Alert Service Bulletin 737-28A1212, Revision 1, dated August 27, 2010 was done): Within 60 months after the effective date of this AD, change the GFI relay position and do certain bonding resistance measurements, in accordance with Part 4 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012.

(j) Maintenance Program Revision

Concurrently with accomplishing the actions required by paragraph (g), (h), or (i) of this AD, or within 30 days after the effective date of this AD, whichever occurs later: Revise the maintenance program by incorporating Airworthiness Limitation 28-AWL-22 of Boeing 737-100/200/200C/300/400/500 AWL and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2012. The initial compliance time for the actions specified in AWL 28-AWL-22 of Boeing 737-100/200/200C/300/400/500 AWL and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2012, is within 1 year after accomplishing the installation required by paragraph (g), (h), or (i) of this AD, or within 1 year after the effective date of this AD, whichever occurs later.

(k) No Alternative Actions, Intervals, and/or Critical Design Configuration Control Limitations (CDCCLs)

After accomplishing the revision required by paragraph (j) 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 (l) of this AD.

(l) Alternative Methods of Compliance (AMOCs)

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

person identified in paragraph (m) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(m) Related Information

For more information about this AD, contact Georgios Roussos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6482; fax: 425-917-6590; email: georgios.roussos@faa.gov.

(n) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-28A1212, Revision 2, dated October 18, 2012.

(ii) Airworthiness Limitation 28-AWL-22 of Boeing 737-100/200/200C/300/400/500 AWL and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2012. Page 1.0-33, where Airworthiness Limitation 28-AWL-22 is listed, is dated May 2009.

(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 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 December 4, 2013.

John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-25-08 Airbus: Amendment 39-17704. Docket No. FAA-2013-0365; Directorate Identifier 2012-NM-223-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 31, 2014.

(b) Affected ADs

This AD supersedes AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009).

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; 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 29, Hydraulic power.

(e) Reason

This AD was prompted by multiple reports of hydraulic line check valves loosening. We are issuing this AD to detect and correct such check valve loosening, which could result in hydraulic leaks, possibly leading to the loss of all three hydraulic systems 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) Retained Actions

This paragraph restates the requirements of paragraph (g) of AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009). Except for Model A330-223F and A330-243F airplanes: Do the actions required by paragraphs (g)(1) and (g)(2) of this AD.

(1) For airplanes that do not have Airbus Modification 54491 embodied in production, or Airbus Service Bulletin A330-29-3101 or Airbus Service Bulletin A340-29-4078 embodied in service: Within 100 flight cycles or 28 days after December 14, 2009 (the effective date of AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009)), whichever occurs first, inspect the check valves on the blue, green, and yellow hydraulic systems to identify their part numbers (P/Ns), in accordance with the instructions of Airbus All Operators Telex (AOT) A330-29A3111, Revision 1,

dated October 8, 2009 (for Model A330-200 and -300 series airplanes); or AOT A340-29A4086, Revision 1, dated October 8, 2009 (for Model A340-200 and -300 series airplanes). Accomplishment of the inspection required by paragraph (h) of this AD terminates the requirements of this paragraph.

(i) If check valves having P/N CAR401 are installed on all three hydraulic systems, before further flight, do the actions specified in paragraph (g)(2)(i) of this AD. After accomplishing the actions required by paragraph (g)(2)(i) of this AD, do the actions specified in paragraphs (g)(2)(ii) and (g)(2)(iii) of this AD at the applicable compliance times specified in those paragraphs. Accomplishment of the inspection required by paragraph (i) of this AD terminates the requirements of this paragraph.

(ii) If check valves having P/N CAR401 are not installed on all three hydraulic systems, no further action is required by this paragraph until any check valve having P/N CAR400 is replaced with a check valve having P/N CAR401. If any check valve having P/N CAR400 is replaced by a check valve having P/N CAR401, before further flight, do the inspection specified in paragraph (g)(1) of this AD to determine if all three hydraulic systems are equipped with check valves having P/N CAR401. Accomplishment of the inspection required by paragraph (h) of this AD terminates the requirements of this paragraph.

(2) For airplanes on which Airbus Modification 54491 was embodied in production, or Airbus Service Bulletin A330-29-3101 or Airbus Service Bulletin A340-29-4078 was embodied in service, do the actions specified in paragraphs (g)(2)(i), (g)(2)(ii), and (g)(2)(iii) of this AD.

(i) Except as required by paragraph (g)(1)(i) of this AD, at the applicable times specified in paragraphs (g)(2)(i)(A) and (g)(2)(i)(B) of this AD, as applicable: Do the inspection program (detailed inspection of the lock wire for presence and integrity, a detailed inspection for traces of seepage or black deposits, and an inspection for proper torque) on yellow and blue high pressure manifolds, install new lock wires, and do all applicable corrective actions, in accordance with the instructions of paragraph 4.1.1 of Airbus AOT A330-29A3111, Revision 1, dated October 8, 2009 (for Model A330-200 and -300 series airplanes); or AOT A340-29A4086, Revision 1, dated October 8, 2009 (for Model A340-200 and -300 series airplanes). Do all applicable corrective actions before further flight. Accomplishment of the inspection required by paragraph (h)(1) of this AD terminates the requirements of this paragraph.

(A) For airplanes on which Airbus Modification 54491 has been embodied in production: At the later of the times specified in paragraphs (g)(2)(i)(A)(1) and (g)(2)(i)(A)(2) of this AD.

(1) Before the accumulation of 1,000 total flight cycles since first flight but no earlier than the accumulation of 700 total flight cycles since first flight.

(2) Within 100 flight cycles or 28 days after December 14, 2009 (the effective date of AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009)), whichever occurs first.

(B) For airplanes on which Airbus Service Bulletin A330-29-3101 or A340-29-4078 was embodied in service: At the later of the times specified in paragraphs (g)(2)(i)(B)(1) and (g)(2)(i)(B)(2) of this AD.

(1) Within 1,000 flight cycles since the embodiment of Airbus Service Bulletin A330-29-3101 or A340-29-4078 but no earlier than 700 flight cycles after the embodiment of Airbus Service Bulletin A330-29-3101 or A340-29-4078.

(2) Within 100 flight cycles or 28 days after December 14, 2009 (the effective date of AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009)), whichever occurs first.

(ii) Within 900 flight hours after accomplishment of paragraph (g)(2)(i) of this AD, do the inspection program (detailed inspection of the lock wire for presence and integrity, a detailed inspection for traces of seepage or black deposits, and an inspection for proper torque) and install a new lock wire on the green high pressure manifold; and do an inspection (detailed inspection for traces of seepage or black deposits, and detailed inspection to determine alignment of the check valve and manifold) on the yellow and blue high pressure manifolds, and do all applicable corrective actions; in accordance with the instructions of paragraph 4.1.2 of Airbus AOT A330-29A3111, Revision 1, dated October 8, 2009 (for Model A330-200 and -300 series airplanes); or AOT A340-29A4086, Revision 1, dated October 8, 2009 (for Model A340-200 and -300 series airplanes). Do all

applicable corrective actions before further flight. Accomplishment of the inspection program required by paragraph (i) of this AD terminates the requirements of this paragraph.

(iii) Within 900 flight hours after accomplishment of paragraph (g)(2)(ii) of this AD, and thereafter at intervals not to exceed 900 flight hours, do the inspection program (detailed inspection for traces of seepage or black deposits, and detailed inspection to determine alignment of the check valve and manifold) on the green, yellow, and blue high pressure manifolds, and do all applicable corrective actions, in accordance with the instructions of paragraph 4.1.3 of Airbus AOT A330-29A3111, Revision 1, dated October 8, 2009 (for Model A330-200 and -300 series airplanes); or AOT A340-29A4086, Revision 1, dated October 8, 2009 (for Model A340-200 and -300 series airplanes). Do all applicable corrective actions before further flight. Accomplishment of the inspection program required by paragraph (i) of this AD terminates the requirements of this paragraph.

(h) New Inspection and Actions

For airplanes equipped with check valves having P/N CAR400; and for airplanes equipped with check valves having P/N CAR401, except for airplanes on which Airbus Modification 201384 has been embodied during production, or on which Airbus Service Bulletin A330-29-3119 (for Model A330-200, -200F, and -300 series airplanes) or Airbus Service Bulletin A340-29-4091 (for Model A340-200 and -300 series airplanes) has been embodied in service: Within 900 flight hours after the effective date of this AD, inspect the check valves on the blue, green, and yellow hydraulic systems to identify their part numbers, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-29-3111, Revision 02, dated June 23, 2011 (for Model A330-200, -200F and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-29-4086, Revision 02, dated June 23, 2011 (for Model A340-200 and -300 series airplanes). Accomplishment of the actions required by this paragraph terminates the requirements specified in paragraphs (g)(1) and (g)(1)(ii) of this AD.

(1) If check valves having P/N CAR401 are installed on all three hydraulic systems: Before further flight, do the inspection program (detailed inspection for red mark presence and alignment integrity of the check valve and manifold, a detailed inspection for traces of seepage or black deposits, and an inspection for proper torque) on yellow and blue high pressure manifolds, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-29-3111, Revision 02, dated June 23, 2011 (for Model A330-200, -200F, and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-29-4086, Revision 02, dated June 23, 2011 (for Model A340-200 and -300 series airplanes). Accomplishment of the actions required by this paragraph terminates the requirements specified in paragraph (g)(2)(i) of this AD.

(2) If check valves having P/N CAR401 are not installed on all three hydraulic systems, no further action is required by this paragraph until any check valve having P/N CAR400 is replaced with a check valve having P/N CAR401. If any check valve having P/N CAR400 is replaced by a check valve having P/N CAR401: Before further flight after such replacement, do the actions specified in paragraph (h) of this AD, to determine if all three hydraulic systems are equipped with check valves having P/N CAR401. If check valves having P/N CAR401 are installed on all three hydraulic systems: Before further flight, do the actions specified in paragraphs (h)(1) and (i) of this AD.

(i) New Repetitive Inspection Program and Corrective Actions

Within 900 flight hours after accomplishment of paragraph (h)(1) of this AD, do the inspection program (detailed inspection for red mark presence and alignment integrity of the check valve and manifold, a detailed inspection for traces of seepage or black deposits, and an inspection for proper torque) on the green, yellow, and blue system check valves, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-29-

3111, Revision 02, dated June 23, 2011 (for Model A330-200, -200F, and -300 series airplanes); or Airbus Mandatory Service Bulletin A340-29-4086, Revision 02, dated June 23, 2011 (for Model A340-200 and -300 series airplanes). Repeat the inspection program thereafter at intervals not to exceed 900 flight hours. Do all applicable corrective actions before further flight. Accomplishment of the actions required by this paragraph terminates the requirements specified in paragraphs (g)(1)(i), (g)(2)(ii), and (g)(2)(iii) of this AD.

(j) New Repetitive Inspection for Certain Airplanes

For airplanes equipped with check valves having P/N CAR401 and on which Airbus Modification 201384 has been embodied during production, or on which Airbus Service Bulletin A330-29-3119 (for Model A330-200, -200F, and -300 series airplanes); or Airbus Service Bulletin A340-29-4091 (for Model A340-200 and -300 series airplanes) has been embodied in service: Within 1,000 flight hours after the effective date of this AD, do a general visual inspection of the green, yellow, and blue high pressure manifolds and check valves having P/N CAR401 for any sign of rotation of the check valve head, and for any signs of hydraulic fluid leakage or seepage (including black deposits), in accordance with the instructions of Airbus Alert Operators Transmission A29L001-12, dated October 11, 2012. Repeat the inspection thereafter at interval not to exceed 900 flight hours.

(k) New Corrective Action for Certain Airplanes

If, during any inspection required by paragraph (j) of this AD, any sign of rotation of the check valve head is found, or any sign of hydraulic fluid leakage or seepage (including black deposits) is found: Before further flight, do all applicable corrective actions, in accordance with the instructions of Airbus Alert Operators Transmission A29L001-12, dated October 11, 2012.

(l) No Terminating Action

Accomplishment of the corrective actions required by this AD does not constitute terminating action for the repetitive inspections required by this AD.

(m) Replacement Check Valve Torque Value

As of the effective date of this AD, at each replacement of a check valve with a check valve having P/N CAR401, apply a torque of 141 to 143 newton metre (N.m) (103.98 to 105.45 pounds-foot (lbf.ft)) during installation.

(n) Credit for Previous Actions

(1) This paragraph restates the credit specified in paragraph (g)(2)(iv) of AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009). This paragraph provides credit for actions required by paragraph (g)(2)(i) of this AD, if those actions were performed before December 14, 2009 (the effective date of AD 2009-24-09), using the applicable service information specified in paragraphs (n)(1)(i) and (n)(1)(ii) of this AD.

(i) Airbus AOT A330-29A3111, dated September 2, 2009 (for Model A330-200 and -300 series airplanes), which is not incorporated by reference in this AD.

(ii) Airbus AOT A340-29A4086, dated September 2, 2009 (for Model A340-200 and -300 series airplanes), 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 the applicable service information specified in paragraphs (n)(2)(i) through (n)(2)(iv) of this AD.

(i) Airbus AOT A330-29A3111, dated September 2, 2009 (for Model A330-200 and -300 series airplanes), which is not incorporated by reference in this AD.

(ii) Airbus AOT A330-29A3111, Revision 1, dated October 8, 2009 (for Model A330-200 and -300 series airplanes).

(iii) Airbus AOT A340-29A4086, dated September 2, 2009, (for Model A340-200 and -300 series airplanes), which is not incorporated by reference in this AD.

(iv) Airbus AOT A340-29A4086, Revision 1, dated October 8, 2009 (for Model A340-200 and -300 series airplanes).

(o) No Reporting

Although the service information specified in paragraphs (o)(1) through (o)(5) of this AD specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(1) Airbus Alert Operators Transmission A29L001-12, dated October 11, 2012.

(2) Airbus Mandatory Service Bulletin A330-29-3111, Revision 02, dated June 23, 2011.

(3) Airbus Mandatory Service Bulletin A340-29-4086, Revision 02, dated June 23, 2011.

(4) Airbus AOT A330-29A3111, Revision 1, dated October 8, 2009.

(5) Airbus AOT A340-29A4086, Revision 1, dated October 8, 2009.

(p) 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. AMOCs approved for AD 2009-24-09, Amendment 39-16068 (74 FR 62208, November 27, 2009), are approved as AMOCs for the corresponding provisions of this AD, except AMOC ANM-116-11-172 is not approved as an AMOC for the corresponding provisions of this AD.

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

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency Airworthiness Directive 2012-0244R1, dated January 25, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0365-0003>.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (r)(5) and (r)(6) of this AD.

(r) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 31, 2014.

(i) Airbus Alert Operators Transmission A29L001-12, dated October 11, 2012.

(ii) Airbus Mandatory Service Bulletin A330-29-3111, Revision 02, dated June 23, 2011.

(iii) Airbus Mandatory Service Bulletin A340-29-4086, Revision 02, dated June 23, 2011.

(4) The following service information was approved for IBR on December 14, 2009 (74 FR 62208, November 27, 2009).

(i) Airbus Alert Operators Telex A330-29A3111, Revision 1, dated October 8, 2009. Only the first page of this document contains the document number, revision level, and date; no other pages of this document contain this information.

(ii) Airbus Alert Operators Telex A340-29A4086, Revision 1, dated October 8, 2009. Only the first page of this document contains the document number, revision level, and date; no other pages of this document contain this information.

(5) 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>.

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

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

Issued in Renton, Washington, on November 26, 2013.

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



2013-25-11 Airbus: Amendment 39-17707. Docket No. FAA-2013-0416; Directorate Identifier 2012-NM-144-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 31, 2014.

(b) Affected ADs

This AD supersedes AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010).

(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 25, Equipment/Furnishings; and Code 53, Fuselage.

(e) Reason

This AD was prompted by reports of worn lower lateral fittings of the 80VU rack. We are issuing this AD to detect and correct damage or cracking of the 80VU fittings and supports, which could lead to possible disconnection of the cable harnesses to one or more computers, and if occurring during a critical phase of flight, could result in reduced 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) Retained Repetitive Inspections of the 80VU Rack Lower Lateral Fittings

This paragraph restates the requirements of paragraph (g) of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010). Except for Model A318-121 and -122 airplanes, and except for airplanes on which Airbus Modification 34804 has been embodied in production, or on which Airbus Service Bulletins A320-25-1557 and A320-53-1215 have been done in service, prior to the accumulation of 24,000 total flight cycles, or within 500 flight cycles after January 11, 2011 (the effective date of AD 2010-24-07), whichever occurs later: Do a special detailed inspection of the 80VU rack lower lateral fittings for damage (e.g., broken fitting, missing bolts, migrated bushings, material burr, or rack in contact with the fitting) of the 80VU rack lower lateral fittings, in accordance

with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, dated November 5, 2008. Repeat the inspection thereafter at the interval specified in paragraph (g)(1) or (g)(2) of this AD, as applicable. Modifying the 80VU lower lateral fittings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-25-1557, Revision 02, dated November 5, 2008, terminates the inspection requirements of this paragraph. Doing the initial inspection specified in paragraph (l) of this AD terminates the requirements of this paragraph.

(1) For airplanes on which the 80VU rack lower lateral fittings have not been replaced in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, dated November 5, 2008: Repeat the inspection thereafter at intervals not to exceed 4,500 flight cycles.

(2) For airplanes on which the 80VU rack lower lateral fittings have been replaced in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, dated November 5, 2008: Do the next inspection within 24,000 flight cycles after doing the replacement and repeat the inspection thereafter at intervals not to exceed 4,500 flight cycles.

(h) Retained Corrective Actions With Additional New Corrective Actions

This paragraph restates the requirements of paragraph (h) of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010), with new corrective actions. If any damage is found during any inspection required by paragraph (g) of this AD, do all applicable corrective actions (inspection and/or repair), in accordance with the Accomplishment Instructions and timeframes in Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, dated November 5, 2008; or in accordance with and at the time specified in paragraph (q) of this AD. As of the effective date of this AD, if any damage is found, do all applicable corrective actions in accordance with and at the times specified in paragraph (q) of this AD.

(i) Retained Repetitive Inspections of the 80VU Rack Lower Central Support

This paragraph restates the requirements of paragraph (i) of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010). Except for airplanes on which Airbus Modification 34804 has been embodied in production or on which Airbus Service Bulletins A320-25-1557 and A320-53-1215 have been done in service, prior to the accumulation of 24,000 total flight cycles, or within 500 flight cycles after January 11, 2011 (the effective date of AD 2010-24-07), whichever occurs later: Do a special detailed inspection of the 80VU rack lower central support for cracking, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, dated November 5, 2008. Repeat the inspection thereafter at the interval specified in paragraph (i)(1) or (i)(2) of this AD, as applicable. Replacing the pyramid fitting on the 80VU rack with a new, reinforced fitting, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1215, dated November 5, 2008, terminates the inspection requirements of this paragraph. Doing the initial inspection specified in paragraph (n) of this AD terminates the requirements of this paragraph.

(1) For airplanes on which the 80VU rack lower central support has not been repaired or replaced using Airbus Mandatory Service Bulletin A320-25A1555 or Airbus Service Bulletin A320-25-1557: Repeat the inspection thereafter at the interval specified in paragraph (i)(1)(i) or (i)(1)(ii) of this AD, as applicable.

(i) For airplanes on which the lower central support has accumulated 30,000 total flight cycles or more: At intervals not to exceed 500 flight cycles.

(ii) For airplanes on which the lower central support has accumulated fewer than 30,000 total flight cycles: At intervals not to exceed 4,500 flight cycles, without exceeding 30,750 total flight cycles on the support for the first repetitive inspection.

(2) For airplanes on which the 80VU rack lower central support has been repaired or replaced using Airbus Mandatory Service Bulletin A320-25A1555 or Airbus Service Bulletin A320-25-1557: Do the next inspection within 24,000 flight cycles after the repair or replacement and thereafter repeat the inspection at the interval specified in paragraph (i)(1)(i) or (i)(1)(ii) of this AD, as applicable.

(j) Retained Corrective Actions for Paragraph (i) of This AD

This paragraph restates the requirements of paragraph (j) of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010). If any crack is found during any inspection required by paragraph (i) of this AD: Before further flight, replace the pyramid fitting on the 80VU rack with a new, reinforced fitting, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1215, dated November 5, 2008. Doing this replacement terminates the inspection requirements of paragraph (i) of this AD.

(k) Retained Optional Terminating Action

This paragraph restates the requirements of paragraph (k) of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010). Doing the actions specified in paragraphs (k)(1) and (k)(2) of this AD terminates the repetitive inspections required by this AD.

(1) Replacing the pyramid fitting on the 80VU rack with a new, reinforced fitting, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1215, dated November 5, 2008.

(2) Modifying the 80VU lower lateral fittings, in accordance with Airbus Service Bulletin A320-25-1557, Revision 02, dated November 5, 2008.

(l) New Requirement of This AD: Repetitive Inspection of Lower Lateral Support Fittings

Except for airplanes on which Airbus Modification 34804 has been embodied in production, or on which the 80VU rack lower lateral support has been modified, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25-1557, dated June 14, 2007; Revision 01, dated February 7, 2008; or Revision 02, dated November 5, 2008: At the latest of the applicable times specified in paragraphs (l)(1) through (l)(4) of this AD, do a special detailed (borescope) inspection of the 80VU rack lower lateral fittings for damage (e.g., broken fitting, missing bolts, migrated bushings, material burr, or rack in contact with the fitting), in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012. Repeat the inspection thereafter at intervals not to exceed 500 flight cycles until the terminating action specified in paragraph (k) of this AD is done. Doing the initial inspection specified in this paragraph terminates the requirements of paragraph (g) of this AD.

(1) Before the accumulation of 20,000 total flight cycles from the airplane first flight, or within 750 flight cycles after the effective date of this AD, whichever occurs later, without exceeding 24,000 total flight cycles.

(2) Within 20,000 flight cycles after the most recent repair or replacement of the 80VU rack lower lateral fittings was done, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, dated June 24, 2007; Revision 01, dated February 18, 2008; or Revision 02, dated November 5, 2008.

(3) Within 500 flight cycles after the effective date of this AD, without exceeding 4,500 flight cycles after the most recent inspection of the 80VU rack lower lateral fittings was done, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, dated June 14, 2007; Revision 01, dated February 18, 2008; or Revision 02, dated November 5, 2008.

(4) Within 500 flight cycles after the effective date of this AD.

(m) New Requirement of This AD: Corrective Action for Damage of Lower Lateral Support Fittings

If any damage is found during any inspection required by paragraph (l) of this AD: At the applicable time given in paragraph E.(2)., "Accomplishment Timescale," in Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012, accomplish the applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012; except where this service information specifies to contact Airbus for further instructions, 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.

(n) New Requirement of This AD: Repetitive Inspection on Lower Central Support

Except for airplanes on which Airbus Modification 34804 has been embodied in production, or on which the 80VU rack lower central support has been modified, as specified in the Accomplishment Instructions of Airbus Service Bulletin A320-53-1215, dated November 5, 2008: At the latest of the applicable times specified in paragraphs (n)(1) through (n)(6) of this AD, do a special detailed (borescope) inspection of the 80VU rack lower central support for cracking, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012. Repeat the inspection thereafter at intervals not to exceed 500 flight cycles until the terminating action specified in paragraph (k) of this AD is done. Doing the initial inspection specified in this paragraph terminates the requirements of paragraph (i) of this AD.

(1) Before the accumulation of 20,000 total flight cycles from the airplane first flight, or within 750 flight cycles after the effective date of this AD, whichever occurs later, without exceeding 24,000 total flight cycles.

(2) Within 20,000 flight cycles after the most recent repair or replacement of the 80VU rack lower central support was done, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, dated June 14, 2007; Revision 01, dated February 18, 2008; or Revision 02, dated November 5, 2008.

(3) Within 20,000 flight cycles after modification of the 80VU rack lower central support was done, as specified in the Accomplishment Instructions of Airbus Service Bulletin A320-25-1557, dated June 14, 2007; or Revision 01, dated February 07, 2008.

(4) For airplanes on which, as of the effective date of this AD, the 80VU rack lower central support has accumulated fewer than 30,000 total flight cycles: Within 500 flight cycles after the effective date of this AD, without exceeding 4,500 flight cycles after the most recent inspection of the 80VU rack lower central support was done, as specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, dated June 24, 2007; Revision 01, dated February 18, 2008; or Revision 02, dated November 5, 2008.

(5) For airplanes on which, as of the effective date of this AD, the 80VU rack lower central support has accumulated 30,000 total flight cycles or more: Within 500 flight cycles after the most recent inspection of the 80VU rack lower central support was done, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, dated June 14, 2007; Revision 01, dated February 18, 2008; or Revision 02, dated November 5, 2008.

(6) Within 500 flight cycles after the effective date of this AD.

(o) New Requirement of This AD: Corrective Action for Damage to Lower Central Support

If any cracking is found during any inspection required by paragraph (n) of this AD: Before further flight do the actions in paragraph (o)(1) or (o)(2) of this AD.

(1) If kits 25A1555A01 thru A05 are available, contact 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 the repair.

(2) Do the actions specified in paragraph (k)(1) and (k)(2) of this AD.

(p) New Requirement of This AD: Repetitive Inspection of Upper Fittings and Shelves

Concurrently with each special detailed inspection required by paragraphs (l) and (n) of this AD: Do a general visual inspection for damage (cracking or deformation) of the upper fittings and shelves of the 80VU rack, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012. If any damage is found: Before further flight, repair the damage using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA (or its delegated agent).

(q) New Requirement of This AD: Corrective Action for Previous Findings

For airplanes that have been inspected before the effective date of this AD as specified in Airbus Service Bulletin A320-25A1555, dated June 14, 2007; Airbus Mandatory Service Bulletin A320-25A1555, Revision 01, dated February 18, 2008; or Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, dated November 5, 2008; and on which damage of the fittings was found, except for airplanes specified in paragraph (q)(1) or (q)(2) of this AD: At the applicable time given in paragraph E.(2)., "Accomplishment Timescale," of Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012, accomplish the applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012, except where this service information specifies to contact Airbus for further instructions, before further flight, contact either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA (or its delegated agent); for instructions and follow those instructions. Accomplishing the actions required by this paragraph terminates the requirements of paragraph (h) of this AD.

(1) Airplanes on which Airbus Modification 34804 has been embodied in production.

(2) Airplanes on which the terminating action specified in paragraph (k) of this AD has been done.

(r) Credit for Previous Actions

This paragraph restates the credit given in paragraph (l) of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010).

(1) This paragraph provides credit for actions required by paragraphs (g), (h), and (i) of this AD, if those actions were performed before January 11, 2011 (the effective date of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010)), using the service bulletins specified in paragraph (r)(1)(i) or (r)(1)(ii) of this AD.

(i) Airbus Mandatory Service Bulletin A320-25A1555, Revision 01, dated February 18, 2008, which is not incorporated by reference in this AD.

(ii) Airbus Service Bulletin A320-25A1555, dated June 14, 2007, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraphs (g) and (k)(2) of this AD, if those actions were performed before January 11, 2011 (the effective date of AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010)), using the service bulletins specified in paragraph (r)(2)(i) or (r)(2)(ii) of this AD.

(i) Airbus Service Bulletin A320-25-1557, dated June 14, 2007, which is not incorporated by reference in this AD.

(ii) Airbus Service Bulletin A320-25-1557, Revision 01, dated February 7, 2008, which is not incorporated by reference in this AD.

(s) 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. AMOCs approved previously for AD 2010-24-07, Amendment 39-16526 (75 FR 75878, December 7, 2010), are approved as AMOCs for the corresponding provisions of this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they were approved by the State of Design Authority (or its delegated agent, or the Design Approval Holder with a State of Design Authority's design organization approval, as applicable). For a repair method to be approved, the repair approval must specifically refer to this AD. You are required to ensure the product is airworthy before it is returned to service.

(t) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency Airworthiness Directive 2012-0134, dated July 18, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0416-0002>.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (u)(5) and (u)(6) of this AD.

(u) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 31, 2014.

(i) Airbus Mandatory Service Bulletin A320-25A1555, Revision 03, dated February 28, 2012.

(ii) Reserved.

(4) The following service information was approved for IBR on January 11, 2011 (75 FR 75878, December 7, 2010).

(i) Airbus Mandatory Service Bulletin A320-25A1555, Revision 02, excluding Appendix 1, dated November 5, 2008.

(ii) Airbus Service Bulletin A320-25-1557, Revision 02, dated November 5, 2008.

(iii) Airbus Service Bulletin A320-53-1215, dated November 5, 2008.

(5) 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>.

(6) 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.

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

Issued in Renton, Washington, on December 4, 2013.

John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-25-12 The Boeing Company: Amendment 39-17708; Docket No. FAA-2013-0706; Directorate Identifier 2013-NM-067-AD.

(a) Effective Date

This AD is effective January 31, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F airplanes, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B) airplanes, and DC-9-41 airplanes, certificated in any category, identified in McDonnell Douglas DC-9 Alert Service Bulletin A53-144, Revision 2, dated February 23, 1984.

(d) Subject

Joint Aircraft System Component (JASC) Code 5312, Fuselage Main Bulkhead.

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the fuselage bulkhead web area is subject to widespread fatigue damage (WFD). We are issuing this AD to prevent fatigue cracking of the bulkhead, 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) Modification

For airplanes on which the modification (AD4 rivets replaced with AD5 rivets) required by AD 85-01-02 R1, Amendment 39-5241 (51 FR 6101, dated February 20, 1986), has not been done: Before the accumulation of 72,000 total flight cycles, or within 18 months after the effective date of this AD, whichever occurs later, modify the aft pressure bulkhead by removing all affected AD4 rivets and doing either a fluorescent penetrant or eddy current inspection around the rivet holes for cracks, repairing any cracking, and installing five-leaf doublers with AD5 rivets, in accordance with the Accomplishment Instructions of McDonnell Douglas DC-9 Alert Service Bulletin A53-144, Revision 2, dated February 23, 1984; except as required by paragraph (h) of this AD.

Note 1 to paragraph (g) of this AD: Information on additional procedures for the modification can be found in Notes 4, 5, and 6, as applicable, of paragraph 1.D., "Compliance" of McDonnell Douglas DC-9 Alert Service Bulletin A53-144, Revision 2, dated February 23, 1984.

(h) Exception to Service Information

If any crack is found during any inspection required by this AD, and McDonnell Douglas DC-9 Alert Service Bulletin A53-144, Revision 2, dated February 23, 1984, specifies to contact the manufacturer for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) No Reporting Required

Sheet 1 of Service Sketch 3109, and Sheet 7 of Service Sketch 3110B of McDonnell Douglas DC-9 Alert Service Bulletin A53-144, Revision 2, dated February 23, 1984; specify reporting the details of any cracks found; however, this AD does not require reporting.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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 Los Angeles ACO, send it to the attention of the person identified in paragraph (k) of this AD.

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

(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 Structures Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(k) Related Information

For more information about this AD, contact Eric Schrieber, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: (562) 627-5348; fax: (562) 627-5210; email: eric.schrieber@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) McDonnell Douglas DC-9 Alert Service Bulletin A53-144, Revision 2, dated February 23, 1984.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach,

CA 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; Internet <https://www.myboeingfleet.com>.

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

(5) You may view 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 December 10, 2013.

John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.