



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT**

BIWEEKLY 2012-01

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2012-01

2011-18-21	S 2004-26-05	Rolls-Royce plc	Engine: RB211-524B-02, -524B3-02, RB211-524B2, -524B4, -524C2, -524D4, RB211-524G and -524H series
2011-27-03		Boeing	737
2011-27-05	S 2004-12-03	Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2011-27-06		Dassault Aviation	Falcon 7X



2011-18-21 Rolls-Royce plc: Amendment 39-16803; Docket No. FAA-2009-0162; Directorate Identifier 2004-NE-19-AD.

(a) Effective Date

This airworthiness directive (AD) is effective February 13, 2012.

(b) Affected ADs

This AD supersedes AD 2004-26-05, Amendment 39-13917 (70 FR 680, January 5, 2005).

(c) Applicability

This AD applies to Rolls-Royce plc (RR) engine models RB211-524B-02, -524B3-02 engines and RB211-524B2, -524B4, -524C2, and -524D4 series engines with a front combustion liner assembly that incorporates RR Service Bulletin (SB) No. RB.211-72-7221 or RR SB No. RB.211-72-7998, but doesn't incorporate RR SB No. RB.211-72-9670 or RR SB No. RB.211-72-9764, and engine models RB211-524G and -524H series engines with a front combustion liner assembly that doesn't incorporate RR SB No. RB.211-72-9764.

(d) Unsafe Condition

This AD results from an inquiry submitted by an operator which resulted in RR performing a complete review of the affected front combustion liner part numbers. We are issuing this AD to prevent deterioration of the engine combustion liner, which can result in combustion liner breakup, case burn-through, engine fire, and damage to the airplane.

(e) Compliance

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

(f) Credit for Previous Inspections

Engine inspections previously done using RR SB No. RB.211-72-B482, Revision 8, meet the requirements of this AD for the initial and repetitive inspections specified in paragraph (g) and Table 1 of this AD; and paragraph (h) and Table 2 of this AD.

(g) Inspections of Combustion Liner Head Sections—Not Previously Repaired

Borescope-inspect combustion liner head sections that have not been previously repaired. Use paragraphs 3.A.(1) through 3.A.(5) of the Accomplishment Instructions of RR Alert Service Bulletin (ASB) No. RB.211-72-AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 1 of this AD to do the inspections.

Table 1–Combustion Liner Head Section–Not Previously Repaired

Engine Series	Initial Inspection	Repetitive Inspection	Parts Exceeding Initial Inspection Cycles
(1) RB211-524C2, -524D4, -524G, and -524H.	Within 1,400 to 1,600 cycles-since-new (CSN).	Within 200 cycles-since-last inspection (CSLI).	Within 100 cycles-in-service (CIS) after the effective date of this AD.
(2) RB211-524B-02, -524B2, -524B3-02, and -524B4	Within 3,000 to 3,200 CSN.	Within 200 CSLI.	Within 200 CIS after the effective date of this AD.

(h) Inspections of Combustion Liner Head Sections–Previously Repaired Using RR Field Repair Scheme FRS5367/B

Borescope-inspect combustion liner head sections previously repaired using RR Field Repair Scheme FRS5367/B. Use paragraphs 3.A.(1) through 3.A.(5) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 2 of this AD to do the inspections.

Table 2–Combustion Liner Head Section–Previously Repaired Using RR Field Repair Scheme FRS5367/B

Engine Series	Initial Inspection	Repetitive Inspection	Parts Exceeding Initial Inspection Cycles
(1) RB211-524C2, -524D4, -524G, and -524H.	Within 1,800 to 2,200 cycles-since-last repair (CSLR).	Within 400 CSLI.	Within 200 CIS after the effective date of this AD.
(2) RB211-524B-02, -524B2, -524B3-02, and -524B4	Within 3,000 to 3,200 CSLR.	Within 400 CSLI.	Within 200 CIS after the effective date of this AD.

(i) Inspections of Combustion Liner Head Sections That Have Been Repaired But Did Not Use RR Field Repair Scheme FRS5367/B

Borescope-inspect combustion liner head sections that have been repaired using a method other than RR Field Repair Scheme FRS5367/B. Use paragraphs 3.A.(1) through 3.A.(5) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 3 of this AD to do the inspections.

Table 3–Combustion Liner Head Section–Repaired, But Did Not Use RR Field Repair Scheme FRS5367/B

Engine Series	Initial Inspection	Repetitive Inspection	Parts Exceeding Initial Inspection Cycles
(1) RB211-524C2, -524D4, -524G, and -524H.	Within 500 to 700 CSLR.	Within 200 CSLI.	Within 100 CIS after the effective date of this AD.
(2) RB211-524B-02, -524B2, -524B3-02, and -524B4	Within 2,000 to 2,200 CSLR.	Within 200 CSLI.	Within 200 CIS after the effective date of this AD.

(1) For an installed front combustion liner that is subject to RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003, if the microbraze repair RR Field Repair Scheme FRS5367 has been applied to all 18 struts, then that repair is equivalent to compliance with RR Field Repair Scheme FRS5367/B.

(2) Head sections repaired by replacement of all 18 struts using RR Field Repair Scheme FRS6548 are considered as equivalent to fitting a new head section for inspection purposes.

(j) Inspections of Meterpanel Assemblies–Not Repaired

Borescope-inspect meterpanel assemblies that incorporate SB No. RB.211-72-7998, that have not been previously repaired. Use paragraphs 3.B.(1) through 3.B.(7) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 4 of this AD to do the inspections.

Table 4–Meterpanel Assembly–Not Repaired

Engine Series	Initial Inspection	Repetitive Inspection	Parts Exceeding Initial Inspection Cycles
(1) RB211-524D4, -524G, and -524H.	Within 1,000 to 1,200 CSN.	Within 400 CSLI.	Within 50 CIS after the effective date of this AD.
(2) RB211-524D4, -524G, and -524H that have not used RB211-524H ratings at any time.	Within 1,800 to 2,000 CSN.	Within 400 CSLI.	Within 50 CIS after the effective date of this AD.

(k) Inspections of Meterpanel Assemblies–Repaired

Borescope-inspect meterpanel assemblies that incorporate SB No. RB.211-72-7998, that have been previously repaired. Use paragraphs 3.B.(1) through 3.B.(7) of the Accomplishment Instructions of RR ASB No. RB.211-72-AB482, Revision 9, dated July 28, 2003, and the compliance thresholds in Table 5 of this AD to do the inspections.

Table 5–Meterpanel Assembly–Repaired

Engine Series	Initial Inspection	Repetitive Inspection	Parts Exceeding Initial Inspection Cycles
(1) RB211-524D4, -524G, and -524H.	Within 500 to 700 CSLR.	Within 400 CSLI.	Within 50 CIS after the effective date of this AD.

(l) Reject Parts

Remove from service, parts that exceed the acceptance criteria.

(m) Mandatory Terminating Action

Replace any front combustion liner assembly that has a P/N listed in paragraph (c) of this AD at the next shop visit.

(1) For RB211-524B-02, -524B3-02, -524B4, -524C2 and -524B2, -524B4, -524C2, and -524D4 series engines, replacing the front combustion liner assembly with a front combustion liner assembly that incorporates the modifications in RR SB No. RB.211-72-9670, Original Issue, dated August 27,

1993; or RR SB No. RB.211-72-9764, Revision 3, dated January 16, 1998, constitutes terminating action to the repetitive inspections in paragraphs (g), (h), (i), (j), and (k) of this AD.

(2) For RB211-524G and -524H engines, replacing the front combustion liner assembly with a front combustion liner assembly that incorporates the modifications in RR SB No. RB.211-72-9764, Revision 3, dated January 16, 1998, constitutes terminating action to the repetitive inspections in paragraphs (f), (g), (h), (i), and (j) of this AD.

(n) Definition of Shop Visit

For the purpose of this AD, a shop visit is any time that the 04 module is removed for refurbishment or overhaul.

(o) Related Information

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

(p) Material Incorporated by Reference

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

(1) Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AB482, Revision 9, July 28, 2003, approved for IBR February 9, 2005 (70 FR 680, January 5, 2005).

(2) Rolls-Royce plc Service Bulletin No. RB.211-72-9670, Original Issue, August 27, 1993, approved for IBR February 9, 2005 (70 FR 680, January 5, 2005).

(3) Rolls-Royce plc Service Bulletin No. RB.211-72-9764, Revision 3, January 16, 1998, approved for IBR February 9, 2005 (70 FR 680, January 5, 2005).

(4) For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; phone: 011-44-1332-242424; fax: 011-44-1332-249936.

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

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

Issued in Burlington, Massachusetts, on December 28, 2011.

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



2011-27-03 The Boeing Company: Amendment 39-16904; Docket No. FAA-2008-0415; Directorate Identifier 2007-NM-256-AD.

(a) Effective Date

This AD is effective February 10, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Model 737 airplanes; certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD results from a report of extensive corrosion of a ballscrew used in the drive mechanism of the horizontal stabilizer trim actuator (HSTA). We are issuing this AD to prevent an undetected failure of the primary load path for the ballscrew in the drive mechanism of the HSTA and subsequent wear and failure of the secondary load path, which could lead to loss of control of the horizontal stabilizer 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) Inspections, Lubrications, Overhauls, Modification(s), and Applicable Corrective Actions

At the applicable compliance time and repeat intervals listed in Tables 1 and 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010; or Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010; as applicable (depending on airplane configuration): Do the inspections, lubrications, overhauls, modification(s), and applicable corrective actions, by accomplishing all the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010; or Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010; as applicable; except as provided by paragraphs (g)(1) and (g)(2) of this AD.

Note 1: Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010; and Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010; refer to the

following component maintenance manuals (CMMs) as additional sources of guidance for accomplishing the applicable specified actions: Boeing CMM 27-45-11, dated November 1, 2011; Boeing CMM 27-45-12, dated November 1, 2011; Skytronics CMM 27-40-03, Revision 1, dated September 1, 2006; Umbra Cuscinetti CMM 27-41-01, Revision 5, dated September 27, 2005; and Linear Motion CMM 27-41-01, Revision 8, dated May 21, 2008; as applicable.

Note 2: Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010, refers to Umbra Cuscinetti Service Bulletin 07322-27-01, dated December 21, 2004; Linear Motion Service Bulletin 7901708, Revision A, and Revision B, both dated July 26, 2005; Boeing 737 Service Bulletin 27-1046, Revision 1, dated April 5, 1974; and SKYTRONICS Service Bulletin 93004, dated September 1, 2005; as additional sources of guidance for accomplishing the applicable specified actions.

Note 3: Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010, refers to Umbra Cuscinetti Service Bulletin 07322-27-01, dated December 21, 2004, as an additional source of guidance for accomplishing the applicable specified actions.

(1) Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010; or Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010; as applicable; specifies an initial compliance time for accomplishing the initial inspection, lubrication, overhaul, or modification, this AD requires doing the applicable initial action(s) at the later of the times specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD.

(i) At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010; or Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010; as applicable.

(ii) Within the applicable compliance time specified in paragraph (g)(1)(ii)(A), (g)(1)(ii)(B), or (g)(1)(ii)(C) of this AD.

(A) For the initial detailed inspection and lubrication: Within 6 months after the effective date of this AD.

(B) For the initial overhaul: Within 12 months after the effective date of this AD.

(C) For the modification(s): Within 24 months after the effective date of this AD.

(2) Where Table 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010, specifies a compliance time of "* * * within 25,000 Flight Hours since the latest horizontal stabilizer trim actuator (HSTA) Overhaul from the date of Revision 1 of this Service Bulletin * * *," this AD requires compliance within 25,000 flight hours since the last overhaul of the trim actuator of the horizontal stabilizer.

(h) Credit for Actions Accomplished in Accordance With Previous Service Information

Actions accomplished before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-27A1277, Revision 1, dated July 25, 2007; or Boeing Alert Service Bulletin 737-27A1278, dated May 24, 2007; as applicable; are considered acceptable for compliance with the corresponding actions specified in this AD.

(i) Parts Installation

As of the effective date of this AD, no person may install a ballscrew assembly in the drive mechanism of the HSTA on any airplane, unless it has been inspected and modified, as applicable, in accordance with paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

(1) 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.

(2) 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.

(k) Related Information

(1) For more information about this AD, contact Kelly McGuckin, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6490; fax: (425) 917-6590.

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

(3) For Skytronics service information identified in this AD, contact Skytronics Inc., (cage 16553), P.O. Box 807, El Segundo, California 90245; phone: (310) 322-6284; fax: (310) 322-6160; Internet: <http://www.skytronicsinc.com>.

(4) For Linear Motion service information identified in this AD, contact Linear Motion LLC, 628 North Hamilton Street, Saginaw, Michigan 48602; phone: (989) 759-8300; Internet: <http://www.thomsonaerospace.com>.

(5) For Umbra Cuscinetti service information identified in this AD, contact Umbra Cuscinetti S.p.A., Technical Publications Department; Via. Piave 12, Foligno (PG) 06034, Italy; phone: +39 (0742) 348300; fax: +39 (0742) 348277; email: tech.pubs@umbracus.com.

(l) Material Incorporated by Reference

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

(i) Boeing Alert Service Bulletin 737-27A1278, Revision 1, dated January 7, 2010.

(ii) Boeing Alert Service Bulletin 737-27A1277, Revision 2, dated January 8, 2010.

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

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

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this

material at an NARA facility, call (202) 741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on December 14, 2011.

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



2011-27-05 Saab AB, Saab Aerosystems: Amendment 39-16907. Docket No. FAA-2011-1062; Directorate Identifier 2011-NM-038-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 7, 2012.

(b) Affected ADs

This AD supersedes AD 2004-12-03, Amendment 39-13662 (69 FR 35235, June 24, 2004).

(c) Applicability

This AD applies to Saab AB, Saab Aerosystems Model 340A (SAAB/SF340A) and SAAB 340B airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of broken wires and corroded connectors in the SAAB 340 MLG emergency release system. We are issuing this AD to prevent improper release of the MLG during an emergency situation, possibly resulting in damage to the airplane during landing and injury to the occupants.

(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.

Restatement of Requirements of AD 2004-12-03, Amendment 39-13662 (69 FR 35235, JUNE 24, 2004), With Changes

(g) Inspection

Within 3 months after July 29, 2004 (the effective date of AD 2004-12-03, Amendment 39-13662 (69 FR 35235, June 24, 2004)), perform an inspection of the MLG's separation bolt harness for broken wires and corroded connectors, and any applicable corrective actions by doing all of the actions, in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-32-127, dated December 18, 2002; or Revision 01, dated January 23, 2003. Perform the inspection/corrective actions in accordance with Saab Service Bulletin 340-32-127, dated December 18, 2002; or Revision 01, dated January 23, 2003. Perform any applicable corrective actions before further flight.

(h) Concurrent Service Bulletins

For Model SAAB SF340A series airplanes: Within 12 months after July 29, 2004, do the actions specified in table 1 of this AD, as applicable.

Table 1—Prior/Concurrent Actions

For airplanes with serial numbers—	Accomplish all actions associated with—	According to the accomplishment instructions of—
004 through 108 inclusive	Modifying the MLG separation bolt's electrical harness	Saab Service Bulletin 340-32-041, Revision 01, dated October 9, 1987.
004 through 078 inclusive	Modifying the MLG separation bolt's electrical harness	Saab Service Bulletin 340-32-028, Revision 01, dated November 25, 1986.

(i) New Requirements of This AD

Within 12 months after the effective date of this AD: Replace the separation bolt harnesses having part number (P/N) 7292520-678 with separation bolt harnesses having P/N 7292520-691, in accordance with the Accomplishment Instructions of Saab Service Bulletin 340-32-139, Revision 01, dated November 1, 2010.

(j) Parts Installation

As of the effective date of this AD, no person may install a separation bolt harness having P/N 7292520-678, on any airplane.

(k) Credit for Actions Accomplished in Accordance With Previous Service Information

Actions done before the effective date of this AD in accordance with Saab Service Bulletin 340-32-139, dated January 12, 2010, are acceptable for compliance with the requirements of paragraph (i) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(m) Related Information

Refer to MCAI EASA Airworthiness Directive 2011-0003, dated January 17, 2011, and the service information specified in paragraphs (m)(1) through (m)(5) of this AD, as applicable, for related information.

- (1) Saab Service Bulletin 340-32-139, Revision 01, dated November 1, 2010.
- (2) Saab Service Bulletin 340-32-127, dated December 18, 2002.
- (3) Saab Service Bulletin 340-32-127, Revision 01, dated January 23, 2003.
- (4) Saab Service Bulletin 340-32-041, Revision 01, dated October 9, 1987.
- (5) Saab Service Bulletin 340-32-028, Revision 01, dated November 25, 1986.

(n) Material Incorporated by Reference

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

(i) Saab Service Bulletin 340-32-028, Revision 01, dated November 25, 1986, approved for IBR July 29, 2004 (69 FR 35235, June 24, 2004).

(ii) Saab Service Bulletin 340-32-041, Revision 01, dated October 9, 1987, approved for IBR July 29, 2004 (69 FR 35235, June 24, 2004).

(iii) Saab Service Bulletin 340-32-127, dated December 18, 2002, approved for IBR July 29, 2004 (69 FR 35235, June 24, 2004).

(iv) Saab Service Bulletin 340-32-127, Revision 01, dated January 23, 2003, approved for IBR July 29, 2004 (69 FR 35235, June 24, 2004).

(v) Saab Service Bulletin 340-32-139, Revision 01, dated November 1, 2010, approved for IBR February 7, 2012.

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

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

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

Issued in Renton, Washington, on December 23, 2011.

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



2011-27-06 Dassault Aviation: Amendment 39-16908. Docket No. FAA-2011-1061; Directorate Identifier 2011-NM-053-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 7, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, all serial numbers, certificated in any category; equipped with any ram air turbine (RAT) transformer rectifier unit (TRU) having part number (P/N) 5913703.

(d) Subject

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

(e) Reason

This AD was prompted by a report of incorrect design of the transformer rectifier unit (TRU) part of the ram air turbine (RAT) system. The Federal Aviation Administration is issuing this AD to prevent loose internal wiring in the RAT generator, which could result in degraded direct current power to essential airplane systems while the RAT is deployed, which could adversely affect continued safe flight and landing 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) Actions

Within 28 months after the effective date of this AD, replace any RAT TRU having P/N 5913703 with a RAT TRU having P/N 5915825, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin 7X-163, dated December 1, 2010.

(h) Parts Installation

As of the effective date of this AD, no person may install any RAT TRU having P/N 5913703, on any airplane.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2011-0008, dated January 18, 2011; and Dassault Mandatory Service Bulletin 7X-163, dated December 1, 2010; for related information.

(k) Material Incorporated by Reference

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

(i) Dassault Mandatory Service Bulletin 7X-163, dated December 1, 2010.

(2) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606; telephone (201) 440-6700; Internet <http://www.dassaultfalcon.com>.

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

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

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