

FEDERAL AVIATION ADMINISTRATION AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2012-23

11/5/2012 - 11/18/2012



Federal Aviation Administration
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LARGE AIRCRAFT

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

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

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

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2012-08-12		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-08-13		Boeing	777-200 and -300
2012-08-14		Boeing	767-200, -300, -300F, and -400ER series
2012-08-15		Bombardier	CL-600-2B16 (CL-604 Variant)
2012-08-16		Learjet	60
2012-08-17		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-09-01		Cessna	560XL
2012-09-02		Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2012-09-03		Saab	SAAB 2000
Biweekly 2012-10			
2012-01-05	S 2010-23-26	Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, and F4-605R
2012-09-04	S 2004-19-06 R1	Boeing	767-200, -300, -300F, and -400ER series
2012-09-05		Fokker Services B.V.	F.28 Mark 0100
2012-09-06		Boeing	737-700 series
2012-09-07		Airbus	A319-111, -112, -132, A320-111, -211, -212, -214, -232, A321-111, -211, -212, and -231
2012-09-08		Boeing	767-200 and -300 series
2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-12	S 2005-23-02	Airbus	A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2012-09-13		Airbus	A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-09-14		Boeing	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2012-11			
2012-09-09	S 2010-20-07	International Aero Engines AG	V2500-A1, V2525-D5, V2528-D5, V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 turbofan engines
2012-10-03	S 90-21-17	The Boeing Company	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2012-10-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-10-06		Saab AB, Saab Aerosystems	SAAB 2000
2012-10-07		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2012-10-08	S 2011-08-04	Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2012-10-10		The Boeing Company	Model 777-200, -200LR, -300, -300ER, and 777F series
2012-10-12	S 2008-18-08	Rolls-Royce plc	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-11-01		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-11-06		Gulfstream Aerospace Corporation	G-1159, G-1159A, and G-1159B
2012-11-07		Honeywell International Inc	ALF502L-2C; ALF502R-3; ALF502R-3A; ALF502R-5; LF507-1F; and LF507-1H turbofan engines
Biweekly 2012-12			
2012-11-03		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-11-04	S 2005-18-05	Bombardier Inc	CL-215-1A10 (Water Bomber), CL-215-6B11 (CL-215T Variant)
2012-11-11	S 2009-04-12	Boeing	767-200, -300, and -400ER series

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Biweekly 2012-13			
2012-11-09	S 2011-04-09	Transport category airplanes	See AD
2012-11-15		BAE	4101
2012-12-01	S 2009-02-04	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F, and A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-12-02		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2012-12-04	S 2008-19-03	Boeing	737-300, -400, and -500 series
2012-12-05	S 2004-09-09 S 2009-16-14	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-12-06		Fokker	F.28 Mark 0070 and 0100
2012-12-07		Fokker	F.28 Mark 0070 and 0100
2012-12-08		Boeing	777-200 and -300 series
2012-12-09		Boeing	717-200
2012-12-12		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213, -311, -312, and -313 airplanes
2012-12-13		BAE	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-12-14		Boeing	767-200 and -300 series
2012-12-16		Bombardier	DHC-8-400, -401, and -402
2012-12-17		Bombardier	BD-100-1A10 (Challenger 300)
2012-12-18	S 2010-18-03	Dassault	FALCON 7X
2012-12-19		Boeing	777-200, -200LR, and -300ER series
2012-12-22		BAE	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-13-01		Saab	340A (SAAB/SF340A) and SAAB 340B
2012-13-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-13-51		Gulfstream Aerospace LP	G150
Biweekly 2012-14			
2009-07-01	R1	Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
2012-11-14		Pratt & Whitney Canada	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
2012-12-03	S 2010-16-07	Rolls-Royce plc	RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines
2012-13-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-13-06		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622, A300 C4-605R Variant F
2012-13-07		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2012-13-08	S 2006-01-07	Boeing	747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747-400F, 747SR, and 747SP series
2012-13-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series

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Biweekly 2012-15			
2012-12-08	COR	Boeing	777-200 and -300 series
2012-12-15	S 2008-10-11	Boeing	757-200, -200PF, -200CB, and -300 series
2012-13-02	S 2011-14-07	Pratt & Whitney Division	PW4074 and PW4077 turbofan engines
2012-13-12		Gulfstream Aerospace Corp	G-IV, GIV-X, GV, and GV-SP
2012-13-51		Gulfstream Aerospace LP	G150
2012-14-02	S 2002-19-11	Boeing	767-200 and -300 series
2012-14-03		Boeing	777-200 and -300 series
2012-14-04		Bombardier Inc	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2012-14-05		Airbus	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, and -233
2012-14-13		Airbus	A318-112 -121; A319-111, -112, -115, -132, -133; A320-214, -232, -233; A321-211, -212, -213, and -231
Biweekly 2012-16			
2011-19-01 R1	R 2011-19-01	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
2012-15-03		Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW
2012-15-06		Gulfstream Aerospace LP	Astra SPX, 1125 Westwind Astra, and Gulfstream 100
2012-15-09		Airbus	A310-203, -221, and -222
2012-15-10		Boeing	747-400 and 747-400D series
2012-15-11		Dassault Aviation	FALCON 7X
2012-15-12		Boeing	767-200, -300, -300F, and -400ER series
2012-15-13	S 2007-23-18	Boeing	747-100B SUD, 747-300, 747-400, 747-400D series, and 747-200B series
2012-15-14		Airbus	A300 B4-2C, B4-103, B4-203; B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R; and A300 C4-605R Variant F
2012-15-16		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, -315, DHC-8-400, -401, and -402
2012-15-17		Airbus	A300 B4-603, B4-605R, B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R
Biweekly 2012-17			
2012-16-01		Pratt & Whitney Division	See AD
2012-16-05		Airbus	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A340-211, -212, -213, -311, -312, -313, -541, and -642
2012-16-06		Airbus	A300 B4-601, B4-603, B4-620, and B4-622, and A310-203, -204, -221, and -222
2012-16-07		Boeing	737-500 series
2012-16-08		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A, and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-16-09	S 2010-07-04 S 2010-18-01	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD; ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW; and ERJ 190-200 STD, -200 LR, and -200 IGW
2012-16-10		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-16-11		Airbus	A318-112 and -121; A319-111, -112, -115, -132, and -133; A320-214, -232, and -233; and A321-211, -212, -213, and -231
2012-16-12		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body series; 707-300, -300B, -300C, and -400 series; and 720 and 720B series
2012-16-15		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-16-16		The Boeing Company	757-200, -200PF, -200CB, and -300 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2012-18			
2012-15-15	S 2004-09-32	Boeing	757-200, -200CB, and -300 series
2012-16-04		Boeing	777-200 and -300 series
2012-16-14		Honeywell International Inc.	TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines
2012-17-01		Goodyear Aviation Tires	Appliance: See AD
2012-17-05		Honeywell International Inc.	TFE731-5 series, TFE731-5AR and -5BR, TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines
2012-17-11		BAE SYSTEMS (Operations) Limited	4101
2012-17-12		Boeing	747-400 series
2012-18-03		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4152, PW4156, PW4650, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4156A, PW4158, PW4160, PW4460, and PW4462, , PW4164C, PW4164C/B, PW4168, and PW4168A engines
2012-18-05		Boeing	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, 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), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87), MD-88, MD-90-30
Biweekly 2012-19			
2012-04-07	COR	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and A340-211, -212, -213, -311, -312, and -313 airplanes
2012-14-01		Rolls-Royce Deutschland	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
2012-17-04		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2012-17-13		Boeing	707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and 720 and 720B series airplanes
2012-18-11		Bombardier	CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes; CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes
2012-18-12		Airbus	A318-111, -112, -121, and -122 airplanes; A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and A320-111, -211, -212, -214, -231, -232, and -233 airplanes
2012-18-13	S 99-08-23	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2012-18-14		Pratt & Whitney Canada	PW901A auxiliary power units
2012-18-15		Bombardier	DHC-8-400, -401, and -402 airplanes
2012-18-16		Cessna	750 airplanes
2012-18-17	S 2010-18-13	Pratt & Whitney Division	See AD
2012-19-02	S 2005-25-21	Airbus	A330-243, -243F, -341, -342 and -343 airplanes
2012-19-08		General Electric Company	See AD
Biweekly 2012-20			
2012-14-09		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4152, PW4156, PW4650, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4156A, PW4158, PW4160, PW4460, PW4462, PW4164, PW4164C, PW4164C/B, PW4168, PW4168A, PW4164-1D, PW4164C-1D, PW4164C/B-1D, PW4168-1D, PW4168A-1D, and PW4170
2012-18-07		Rolls-Royce plc	RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines
2012-19-03	S 2009-26-17	Boeing	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F airplanes, and Model MD-10-10F and MD-10-30F
2012-19-04	S 94-14-05 S 96-07-06	Fokker Services B.V.	F.28 Mark 0100
2012-19-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-19-06		EMBRAER	EMB-145, -145ER, -145MR, -145LR, -145MP, and -145EP

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AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
2012-19-07		Airbus	airplanes; and Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR
2012-19-10		Boeing	A340-541 and -642
2012-19-11		Boeing	777-200, -200LR, -300, -300ER, and 777F series
2012-20-01		Boeing	737-100, -200, -200C, -300, -400, -500, 737-600, -700, -700C, -800, -900, and -900ER series
2012-20-03	S 89-15-07	Boeing	737-100, -200, and -200C series
		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2012-21			
2012-20-04		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-20-06		Boeing	737-200 and -200C series
2012-20-07	S 2007-15-06 R1	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
2012-20-08		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-20-09	S 2011-17-04	Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2012-22			
2012-21-02		Boeing	767-200, -300, -300F, and -400ER series
2012-21-03		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2012-21-04		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A310-203, -204, -221, -222, -304, -322, -324, -325, 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
2012-21-08	S 2005-07-20	Boeing	737-600, -700, -700C, -800, and -900 series
2012-21-10		Boeing	777-200LR and -300ER series
2012-21-11		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2012-21-12		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-21-13		Boeing	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2012-21-14	S 2004-22-23	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2012-21-16		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2012-21-17		Airbus	A320-214 and -232
2012-21-18		Boeing	MD-90-30
2012-21-19		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2012-21-20		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, -541, and -642
2012-22-04		Boeing	MD-90-30
Biweekly 2012-23			
2011-21-07 R1	R 2011-21-07	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)
2012-21-15		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
2012-22-05	S 2011-04-01	Fokker Services B.V.	F.28 Mark 0070 and 0100
2012-22-07		Bombardier, Inc.	DHC-8-400, -401, and -402
2012-22-08		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, A310-203, -204, -221, -222, -304, -322, -324, and -325
2012-22-10		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-

LARGE AIRCRAFT

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

2012-22-12		Airbus	600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2012-22-15		Fokker Services B.V.	A330-243, -243F, -341, -342, and -343
2012-22-16		Pratt & Whitney Division	F.28 Mark 0070 and 0100 PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines



2011-21-07 R1 Bombardier, Inc.: Amendment 39-17211. Docket No. FAA-2012-0335; Directorate Identifier 2011-NM-252-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 18, 2012.

(b) Affected ADs

This AD revises AD 2011-21-07, Amendment 39-16830 (76 FR 64801, October 19, 2011).

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 through 7067 inclusive, 7069 through 7990 inclusive, 8000 through 8107 inclusive, and subsequent; all Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes; all Model CL-600-2D15 (Regional Jet Series 705) airplanes; and all Model CL-600-2D24 (Regional Jet Series 900) airplanes; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of airspeed mismatch between the pilot and co-pilot's airspeed indicators. We are issuing this AD prevent pitot-static tubing from becoming partially or completely blocked by water, which could result in erroneous airspeed and altitude indications and consequent loss of control of the airplane.

(f) Compliance

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

(g) Retained Replacement

This paragraph restates the requirements of paragraph (g) of AD 2011-21-07, Amendment 39-16830 (76 FR 64801, October 19, 2011). Within 9 months after November 23, 2011 (the effective date of AD 2011-21-07), do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, as applicable.

(1) For Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes identified in Bombardier Service Bulletin 601R-34-147, Revision B, dated March 8, 2011: Replace water accumulator assemblies having part numbers (P/N) 50029-001, 9435015, 50030-001, and 9435014 installed on the pitot and static lines of the air data computer (ADC) with new or serviceable water accumulator

assemblies having P/N 50036-001, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-34-147, Revision B, dated March 8, 2011.

(2) For Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) airplanes: Replace water accumulator assemblies having P/N 50033-001 installed on the pitot and static lines of the ADC with new or serviceable water accumulator assemblies having P/N 50036-001, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-34-030, Revision B, dated March 23, 2010.

(h) Parts Installation Prohibition

As of November 23, 2011 (the effective date of AD 2011-21-07, Amendment 39-16830 (76 FR 64801, October 19, 2011)), no person may install on any airplane a water accumulator assembly, P/N 50029-001, 9435015, 50030-001, or 9435014 for Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes; or P/N 50033-001 for Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, and Model CL-600-2D24 (Regional Jet Series 900) airplanes; on the pitot and static lines of the ADC.

(i) Credit for Previous Actions

This paragraph restates the provisions of paragraph (i) of AD 2011-21-07, Amendment 39-16830 (76 FR 64801, October 19, 2011), with corrections.

(1) This paragraph provides credit for the replacement required by paragraph (g)(1) of this AD, if the replacement was performed before November 23, 2011 (the effective date of AD 2011-21-07, Amendment 39-16830 (76 FR 64801, October 19, 2011)), using Bombardier Service Bulletin 601R-34-147, Revision A, dated November 3, 2009 (for Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes).

(2) This paragraph provides credit for the replacement required by paragraph (g)(2) of this AD, if the replacement was performed before November 23, 2011 (the effective date of AD 2011-21-07, Amendment 39-16830 (76 FR 64801, October 19, 2011)), using Bombardier Service Bulletin 670BA-34-030, dated April 1, 2009; or Revision A, dated November 3, 2009 (for Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, Model CL-600-2D15 (Regional Jet Series 705) airplanes, and Model CL-600-2D24 (Regional Jet Series 900) airplanes).

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) 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 November 23, 2011 (76 FR 64801, October 19, 2011).

(i) Bombardier Service Bulletin 601R-34-147, Revision B, dated March 8, 2011.

(ii) Bombardier Service Bulletin 670BA-34-030, Revision B, dated March 23, 2010.

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

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

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

Issued in Renton, WA, on September 28, 2012.

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



2012-21-15 Airbus: Amendment 39-17231; Docket No. FAA-2011-0518; Directorate Identifier 2010-NM-150-AD.

(a) Effective Date

This AD is effective December 14, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; Model A300 F4-605R and F4-622R airplanes; Model A300 C4-605R Variant F airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls; and 31, Instruments.

(e) Unsafe Condition

This AD was prompted by events of excessive alternating rudder pedal inputs and consequent loads on the vertical stabilizer that exceed ultimate design loads. Such events could lead to failure of the vertical stabilizer 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 48 months after the effective date of this AD, do the actions specified in either paragraph (g)(1) or (g)(2) of this AD to address the unsafe condition identified in paragraph (e) of this AD.

(1) Incorporate a design change to the rudder control system and/or other systems, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

(2) Install a stop rudder inputs warning (SRIW) modification by doing the applicable actions specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD, as applicable.

(i) For Model A300-600 series airplanes: Do the applicable actions specified in paragraphs (g)(2)(i)(A) and (g)(2)(i)(B) of this AD.

(A) Install a SRIW device, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-22-6054, including Appendix 01, dated June 20, 2012. Before or concurrently with the SRIW installation, do the actions specified in paragraphs (g)(2)(i)(A)(1) and (g)(2)(i)(A)(2) of this AD.

(1) Upgrade the flight control computer (FCC) to introduce the SRIW logic, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-22-6056, dated April 25, 2012.

(2) Upgrade the flight warning computer (FWC) to introduce the SRIW aural capability, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-31-6140, dated May 4, 2012.

(B) Activate the SRIW device, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-22-6055, Revision 01, including Appendix 01, dated May 31, 2012.

(ii) For Model A310 series airplanes: Do the actions specified in paragraphs (g)(2)(ii)(A) and (g)(2)(ii)(B) of this AD.

(A) Install a SRIW device, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-22-2063, including Appendix 01, dated June 20, 2012. Before or concurrently with the SRIW installation, do the actions specified in paragraphs (g)(2)(ii)(A)(1) and (g)(2)(ii)(A)(2) of this AD.

(1) Upgrade the FCC to introduce the SRIW logic, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-22-2065, dated April 25, 2012.

(2) Upgrade the FWC to introduce the SRIW aural capability, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-31-2144, dated May 4, 2012.

(B) Activate the SRIW device, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A310-22-2064, Revision 01, including Appendix 01, dated May 31, 2012.

(h) Alternative Methods of Compliance (AMOCs)

(1) 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 Manager, ANM-116, send it to the attention of the person identified in the Related Information section of this AD.

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

(i) Related Information

(1) For related information, refer to MCAI European Aviation Safety Agency Airworthiness Directive 2012-0088, dated June 25, 2012, and the service bulletins identified in paragraphs (i)(1)(i) through (i)(1)(viii) of this AD, for related information.

(i) Airbus Mandatory Service Bulletin A300-22-6055, Revision 01, including Appendix 01, dated May 31, 2012.

(ii) Airbus Mandatory Service Bulletin A310-22-2064, Revision 01, including Appendix 01, dated May 31, 2012.

(iii) Airbus Service Bulletin A300-22-6054, including Appendix 01, dated June 20, 2012.

(iv) Airbus Service Bulletin A300-22-6056, dated April 25, 2012.

(v) Airbus Service Bulletin A300-31-6140, dated May 4, 2012.

(vi) Airbus Service Bulletin A310-22-2063, including Appendix 01, dated June 20, 2012.

(vii) Airbus Service Bulletin A310-22-2065, dated April 25, 2012.

(viii) Airbus Service Bulletin A310-31-2144, dated May 4, 2012.

(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone 425-227-2125; fax 425-227-1149.

(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) Airbus Mandatory Service Bulletin A300-22-6055, Revision 01, including Appendix 01, dated May 31, 2012.

(ii) Airbus Mandatory Service Bulletin A310-22-2064, Revision 01, including Appendix 01, dated May 31, 2012.

(iii) Airbus Service Bulletin A300-22-6054, including Appendix 01, dated June 20, 2012.

(iv) Airbus Service Bulletin A300-22-6056, dated April 25, 2012.

(v) Airbus Service Bulletin A300-31-6140, dated May 4, 2012.

(vi) Airbus Service Bulletin A310-22-2063, including Appendix 01, dated June 20, 2012.

(vii) Airbus Service Bulletin A310-22-2065, dated April 25, 2012.

(viii) Airbus Service Bulletin A310-31-2144, dated May 4, 2012.

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

(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 October 12, 2012.

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



2012-22-05 Fokker Services B.V.: Amendment 39-17241. Docket No. FAA-2012-0643; Directorate Identifier 2011-NM-190-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 20, 2012.

(b) Affected ADs

This AD supersedes AD 2011-04-01, Amendment 39-16601 (76 FR 8618, February 15, 2011).

(c) Applicability

(1) This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, all serial numbers, equipped with Goodrich (formerly Menasco, Colt Industries) main landing gear (MLG) units, part numbers (P/N) 41050-7, 41050-8, 41050-9, 41050-10, 41050-11, 41050-12, 41050-13, 41050-14, 41050-15, 41050-16, 41060-1, 41060-2, 41060-3, 41060-4, 41060-5, or 41060-6.

(2) This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these actions, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance (AMOC) according to paragraph (m)(1) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

(d) Subject

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

(e) Reason

This AD was prompted by a new modification developed to safeguard the integrity of the MLG assembly and improve surface protection of the affected area of the MLG piston. We are issuing this AD to prevent MLG failure, possibly resulting in loss of control of the airplane during the landing roll-out.

(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 Initial Inspection

This paragraph restates the initial inspection required by paragraph (g) of AD 2011-04-01, Amendment 39-16601 (76 FR 8618, February 15, 2011). Within 30 days after March 22, 2011 (the effective date of AD 2011-04-01), do a detailed visual inspection for cracks of the MLG pistons, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-158, dated October 2, 2009.

(h) Retained Replacement

This paragraph restates the replacement required by paragraph (h) of AD 2011-04-01, Amendment 39-16601 (76 FR 8618, February 15, 2011). If any cracked MLG piston is found during the inspection required by paragraph (g) of this AD, before further flight, replace the affected piston with a serviceable part, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-158, dated October 2, 2009.

(i) New Modification

Within 120 months, or during a scheduled overhaul of the MLG, whichever occurs first after the effective date of this AD: Modify the MLG by installing a piston containing P/N 41141-5, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-32-161, dated April 7, 2011. Re-installation of a MLG piston that has been modified and re-identified as P/N 41141-5, in accordance with the Accomplishment Instructions of Goodrich Service Bulletin 41000-32-29, dated November 10, 2010, is an optional method of compliance for the requirements specified in paragraph (i) of this AD. It is acceptable to operate an airplane with one MLG having a P/N 41141-5 piston installed, and the other MLG having a P/N 41141-3 piston installed, provided all MLG P/N 41141-3 are replaced within the compliance times specified in paragraph (i) of this AD.

(j) New Parts Installation Prohibition

After 120 months after the effective date of this AD: No person may install a MLG piston, P/N 41141-3, or a MLG unit equipped with a MLG piston P/N 41141-3, on any airplane.

(k) New Revision of the Airplane Maintenance Program

Within 2 months after the effective date of this AD: Revise the airplane maintenance program by incorporating Task 321100-01-16, Inspection of MLG Piston, and associated thresholds and intervals described in Fokker Report, SE-623, Fokker 70/100 Airworthiness Limitation Items and Safe Life Items, Issue 8, dated December 20, 2010. The initial compliance time for Task 321100-01-16 is within 2 months after the effective date of this AD.

(l) No Alternative Actions or Intervals

After accomplishing the revisions required by paragraph (k) of this AD, no alternative actions (e.g., inspections) or intervals may be used other than those specified in Fokker Report, SE-623, Fokker 70/100 Airworthiness Limitation Items and Safe Life Items, Issue 8, dated December 20, 2010, unless the actions and intervals are approved as an AMOC in accordance with the procedures specified in paragraph (m)(1) of this AD.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(n) Related Information

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2011-0159, dated August 26, 2011, and the service information specified in paragraphs (n)(1)through (n)(4) of this AD, for related information.

(1) Fokker Service Bulletin SBF100-32-158, dated October 2, 2009.

(2) Fokker Service Bulletin SBF100-32-161, dated April 7, 2011.

(3) Fokker Report, SE-623, Fokker 70/100 Airworthiness Limitation Items and Safe Life Items, Issue 8, dated December 20, 2010.

(4) Goodrich Service Bulletin 41000-32-29, dated November 10, 2010.

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on December 20, 2012.

(i) Fokker Service Bulletin SBF100-32-161, dated April 7, 2011.

(ii) Fokker Report, SE-623, Fokker 70/100 Airworthiness Limitation Items and Safe Life Items, Issue 8, dated December 20, 2010.

(iii) Goodrich Service Bulletin 41000-32-29, dated November 10, 2010.

(4) The following service information was approved for IBR on March 22, 2011 (76 FR 8618, February 15, 2011).

(i) Fokker Service Bulletin SBF100-32-158, dated October 2, 2009.

(ii) Reserved.

(5) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands; telephone (0)252-627-350; fax (0)252-627-211; email technicalservices.fokkerservices@stork.com; Internet <http://www.myfokkerfleet.com>. For Goodrich Corporation service information identified in this AD, contact Goodrich, 1400 South Service Road, West Oakville, L6L 5Y7, Ontario, Canada, telephone 905-827-7777; fax 905-825-1583; Internet <http://www.goodrich.com/TechPubs>.

(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 October 24, 2012.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-22-07 Bombardier, Inc.: Amendment 39-17243. Docket No. FAA-2012-0806; Directorate Identifier 2012-NM-022-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 14, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by reports of an in-service incident where the propeller de-icing system became unavailable due to burnt/chafed wires within the alternating current contactor box (ACCB) due to inadequate clearance. We are issuing this AD to detect and correct damaged, chafed, or loose wiring within an ACCB, which could affect the operation of the windshield heater, ice detector, angle of attack (AOA) vane heater, pilot probe heater, engine intake heater, or propeller de-icing system, and subsequently adversely affect the airplane's flight characteristics in icing conditions.

(f) Compliance

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

(g) Inspection

For airplanes having serial numbers 4001 through 4354 inclusive, and 4356 through 4366 inclusive: Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first: Do a general visual inspection for chafing, damage, and insulation damage, and rework the wiring within the ACCB, in accordance with the Accomplishment Instructions of the applicable Bombardier service bulletin specified in paragraphs (g)(1) through (g)(4) of this AD. If any chafing, damage, or insulation damage is found, before further flight, replace the damaged wiring, in accordance with the Accomplishment Instructions of the applicable Bombardier service bulletin specified in paragraphs (g)(1) through (g)(4) of this AD.

(1) Bombardier Service Bulletin 84-24-47, Revision A, dated September 14, 2011.

- (2) Bombardier Service Bulletin 84-24-48, Revision A, dated September 14, 2011.
- (3) Bombardier Service Bulletin 84-24-49, Revision A, dated September 14, 2011.
- (4) Bombardier Service Bulletin 84-24-50, Revision A, dated September 14, 2011.

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may install an ACCB having the combination of part numbers (P/N) and series specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD on any airplane.

- (1) P/N 1152130-6, series 1, 2, and 4.
- (2) P/N 1152148-6, series 1, 2, 4, and 5.
- (3) P/N 1152090-6, series 1, 2, and 4.
- (4) P/N 1152124-6, series 1, 2, 4, and 5.

(i) Credit for Previous Actions

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

- (1) Bombardier Service Bulletin 84-24-47, dated April 26, 2011.
- (2) Bombardier Service Bulletin 84-24-48, dated April 26, 2011.
- (3) Bombardier Service Bulletin 84-24-49, dated April 26, 2011.
- (4) Bombardier Service Bulletin 84-24-50, dated April 26, 2011.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to MCAI Canadian Airworthiness Directive CF-2012-03, dated January 11, 2012, and the service information specified in paragraphs (k)(1)(i) through (k)(1)(iv) of this AD, for related information.

- (i) Bombardier Service Bulletin 84-24-47, Revision A, dated September 14, 2011.
- (ii) Bombardier Service Bulletin 84-24-48, Revision A, dated September 14, 2011.
- (iii) Bombardier Service Bulletin 84-24-49, Revision A, dated September 14, 2011.
- (iv) Bombardier Service Bulletin 84-24-50, Revision A, dated September 14, 2011.

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

(I) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-24-47, Revision A, dated September 14, 2011.

(ii) Bombardier Service Bulletin 84-24-48, Revision A, dated September 14, 2011.

(iii) Bombardier Service Bulletin 84-24-49, Revision A, dated September 14, 2011.

(iv) Bombardier Service Bulletin 84-24-50, Revision A, dated September 14, 2011.

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

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

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

Issued in Renton, Washington, on October 24, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-22-08 Airbus: Amendment 39-17244; Docket No. FAA-2012-0488; Directorate Identifier 2011-NM-106-AD.

(a) Effective Date

This AD is effective December 20, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category; except those airplanes identified in paragraph (c)(1), (c)(2), (c)(3), and (c)(4) of this AD.

(1) Airplanes on which Airbus Service Bulletin A300-53-6166 (Airbus Modification 13434) has been embodied in service (for Model A300 B4-600 and A300 B4-600R series airplanes).

(2) Airplanes on which Airbus Service Bulletin A300-53-0389 (Airbus Modification 13434) has been embodied in service (for Model A300 series airplanes).

(3) Airplanes on which Airbus Service Bulletin A310-53-2133 (Airbus Modification 13434) has been embodied in service (for Model A310 series airplanes).

(4) Airplanes modified by FAA Supplemental Type Certificate (STC) ST01431NY, ST00177LA-D, or ST00100NY, as applicable.

(d) Subject

Air Transport Association (ATA) of America Code 53: Fuselage.

(e) Reason

This AD was prompted by reports of fatigue cracking in the crossbeams at the junction of the actuator beam of the lower deck cargo door. We are issuing this AD to detect and correct cracking of the crossbeams at the junction of the actuator beam of the lower deck cargo door, which could result in failure to withstand ultimate load conditions, and consequent reduced structural integrity of the airplane.

(f) Compliance

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

(g) Repetitive High Frequency Eddy Current Inspections

(1) For airplanes on which the crossbeams at frames (FR) 22/23 and FR 61/62 have not been repaired as specified in an Airbus structural repair manual or repair approval sheet as of the effective date of this AD: Before the accumulation of 10,000 total flight cycles since first flight of the airplane, or within 600 flight cycles after the effective date of this AD, whichever occurs later, perform a high frequency eddy current (HFEC) inspection for cracking of the crossbeam fuselage frame stations FR 22/23 and FR 61/62, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (g)(1)(i), (g)(1)(ii), or (g)(1)(iii) of this AD. Repeat the inspection thereafter at intervals not to exceed 600 flight cycles until the modification specified in paragraph (i) of this AD has been done.

(i) Airbus Mandatory Service Bulletin A300-53-0390, dated January 15, 2010 (for Model A300 series airplanes).

(ii) Airbus Mandatory Service Bulletin A310-53-2134, dated January 15, 2010 (for Model A310 series airplanes).

(iii) Airbus Mandatory Service Bulletin A300-53-6168, dated January 15, 2010 (for Model A300-600 series airplanes).

(2) For airplanes on which the crossbeams at FR 22/23 and FR 61/62 have been repaired as specified in an Airbus structural repair manual or repair approval sheet as of the effective date of this AD: Before the accumulation of 10,000 total flight cycles since first flight of the airplane, or within 600 flight cycles after the effective date of this AD, whichever occurs later, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

(h) Corrective Action

If any crack is found during any inspection required by paragraph (g) of this AD: Before further flight, repair any crack using a method approved by the Manager, International Branch, ANM-116; or EASA (or its delegated agent).

(i) Optional Terminating Action

Modifying the crossbeam fuselage frame stations FR 22/23 and FR 61/62, including doing rotating probe inspections for cracks of fastener holes, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (i)(1), (i)(2), or (i)(3) of this AD, and repairing any crack using a method approved by the Manager, International Branch, ANM-116; or EASA (or its delegated agent); terminates the repetitive inspections required by paragraph (g)(1) of this AD.

(1) Airbus Service Bulletin A300-53-0389, Revision 02, dated April 27, 2011 (for Model A300 series airplanes).

(2) Airbus Service Bulletin A310-53-2133, Revision 02, dated April 27, 2011 (for Model A310 series airplanes).

(3) Airbus Service Bulletin A300-53-6166, Revision 01, dated May 21, 2010 (for Model A300-600 series airplanes).

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to EASA Airworthiness Directive 2011-0086, dated May 12, 2011; and the service information identified in paragraphs (k)(1), (k)(2), (k)(3), (k)(4), (k)(5), and (k)(6) of this AD, for related information.

- (1) Airbus Mandatory Service Bulletin A300-53-0390, dated January 15, 2010.
- (2) Airbus Mandatory Service Bulletin A300-53-6168, dated January 15, 2010.
- (3) Airbus Mandatory Service Bulletin A310-53-2134, dated January 15, 2010.
- (4) Airbus Service Bulletin A300-53-0389, Revision 02, dated April 27, 2011.
- (5) Airbus Service Bulletin A300-53-6166, Revision 01, dated May 21, 2010.
- (6) Airbus Service Bulletin A310-53-2133, Revision 02, dated April 27, 2011.

(l) Material Incorporated by Reference

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

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

- (i) Airbus Mandatory Service Bulletin A300-53-0390, dated January 15, 2010.
- (ii) Airbus Mandatory Service Bulletin A300-53-6168, dated January 15, 2010.
- (iii) Airbus Mandatory Service Bulletin A310-53-2134, dated January 15, 2010.
- (iv) Airbus Service Bulletin A300-53-0389, Revision 02, dated April 27, 2011.
- (v) Airbus Service Bulletin A300-53-6166, Revision 01, dated May 21, 2010.
- (vi) Airbus Service Bulletin A310-53-2133, Revision 02, dated April 27, 2011.

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

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

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

Issued in Renton, Washington, on October 24, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-22-10 Bombardier, Inc.: Amendment 39-17246. Docket No. FAA-2012-0679; Directorate Identifier 2012-NM-063-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 14, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10002 through 10999 inclusive; Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15990 inclusive; and Model CL-600-2E25 (Regional Jet Series 1000) airplanes, serial numbers 19001 through 19990 inclusive; certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Reason

This AD was prompted by a report that certain wing-to-fuselage attachment nuts do not conform to the certification design requirements for dual locking features. We are issuing this AD to prevent loss of wing-to-fuselage attachment joints, which could result in the loss of the wing.

(f) Compliance

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

(g) Repetitive Detailed Inspection

Within 3,000 flight hours or 18 months after the effective date of this AD, whichever occurs first: Perform a detailed inspection of each affected wing-to-fuselage attachment joint, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-53-042, Revision A, dated April 27, 2012. Repeat the inspection thereafter at intervals not to exceed 6,600 flight hours.

Note 1 to paragraph (g) of this AD: The compliance time in this AD differs from the recommended compliance time specified in Bombardier Service Bulletin 670BA-53-042, Revision A, dated April 27, 2012.

(h) Corrective Action

If any cotter pin is found missing during any inspection required by paragraph (g) of this AD: Before further flight, replace any missing cotter pin using a method approved by either the Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA; or Transport Canada Civil Aviation (or its delegated agent).

(i) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 670BA-53-042, dated December 21, 2011, which is not incorporated by reference in this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to MCAI Canadian Airworthiness Directive CF-2012-10, dated March 12, 2012; and Bombardier Service Bulletin 670BA-53-042, Revision A, dated April 27, 2012; for related information.

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

(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) Bombardier Service Bulletin 670BA-53-042, Revision A, dated April 27, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on October 24, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-22-12 Airbus: Amendment 39-17248. Docket No. FAA-2012-0428; Directorate Identifier 2011-NM-078-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 14, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-243, -243F, -341, -342, and -343 airplanes, certificated in any category, all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 71, Powerplant.

(e) Reason

This AD was prompted by reports of cracking of air intake cowls on Rolls-Royce Trent engines, worn and detached attachment links, and fractured thermal anti-ice (TAI) piccolo tubes. We are issuing this AD to prevent degraded structural integrity of the engine nose cowl in case of forward bulkhead damage in conjunction with a broken piccolo tube, and damage to the engine due to operation in icing conditions with reduced TAI performance.

(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) Piccolo Tube Inspection

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD, do a boroscope inspection of each air intake cowl assembly of each engine to detect cracked or fractured piccolo tubes, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011. If any cracked or fractured piccolo tube is found: Before further flight, replace the affected engine air intake cowl with a new or serviceable engine air intake cowl, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(1) For any engine air intake cowl that has accumulated fewer than 5,000 flight cycles since its first installation on an airplane as of the effective date of this AD: Inspect within 24 months after the engine air intake cowl has accumulated 5,000 total flight cycles.

(2) For any engine air intake cowl that has accumulated 5,000 or more flight cycles since its first installation on an airplane as of the effective date of this AD: Inspect within 24 months after the effective date of this AD.

(h) Piccolo Link Inspection

If the inspection findings of paragraph (g) of this AD indicate no cracked or fractured piccolo tube: Before further flight, do a boroscope inspection of the piccolo tube links to detect broken links, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011. If no broken links are found: Before further flight, do the actions required by paragraph (i) of this AD.

(1) If four or more broken piccolo tube links are found: Before further flight, replace the affected engine air intake cowl with a new or serviceable engine air intake cowl, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(2) If three or fewer broken piccolo tube links are found, and the opposite engine air intake cowl of the same airplane has accumulated 5,000 flight cycles or less since the engine air intake cowl was first installed on an airplane: Before further flight, do the actions in Figure A-FBBAA-Sheet 03, Flow Chart, of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011, as required by paragraph (i) of this AD.

(3) If three or fewer broken piccolo tube links are found, and the opposite engine air intake cowl of the same airplane has accumulated more than 5,000 flight cycles since the engine air intake cowl was first installed on an airplane: Before further flight, do a boroscope inspection of the piccolo tube links of the opposite engine air intake cowl side to detect broken links, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(i) If the inspection findings of the piccolo tube links of the opposite engine air intake cowl side indicate no broken piccolo tube links: Before further flight, do the actions required by paragraph (i) of this AD.

(ii) If the inspection findings of the piccolo tube links of the opposite engine air intake cowl side indicate one or more broken piccolo tube links: Before further flight, do the actions specified in Note 01 of Figure A-FBBAA-Sheet 02, Flow Chart, of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011, at the time specified in Note 01 of Figure A-FBBAA-Sheet 02, Flow Chart, of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011, except for the instructions to "See Sheet 03." Where Note 01 of Figure A-FBBAA-Sheet 02, Flow Chart, of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011, specifies to "See Sheet 03" to do a detailed inspection of the OBA and bulkhead, as specified in Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010: This AD requires the detailed inspection specified in Figure A-FBBAA-Sheet 03, Flow Chart, of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011, to be done in accordance with paragraph (i) of this AD.

(i) Repetitive Outer Boundary Angle and Forward Bulkhead Inspection

If the results of the inspection required by paragraph (h) of this AD indicate no broken piccolo tube links, or if the requirements in paragraph (h)(2) or (h)(3)(ii) of this AD specify to do the actions in Figure A-FBBAA-Sheet 03, Flow Chart, of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011: Before further flight, do a boroscope

inspection of the OBA and forward bulkhead to detect cracks or fractures, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011; and the Accomplishment Instructions of Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010.

(1) If the findings of the inspection are within the allowable damage limits, as specified in the Accomplishment Instructions of Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010: Do the actions in paragraphs (i)(1)(i) and (i)(1)(ii) of this AD.

(i) Repeat the inspection of the OBA and forward bulkhead thereafter at the repeat interval specified in Part 3.B. of the Accomplishment Instructions of Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010.

(ii) Repeat the inspections specified in paragraphs (g) and (h) of this AD thereafter at intervals not to exceed 2,500 flight cycles.

(2) If the findings of the inspection are not within the allowable damage limits, as specified in the Accomplishment Instructions of Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010: Do the actions in paragraphs (i)(2)(i) or (i)(2)(ii) of this AD, as applicable.

(i) If any OBA crack is 22 inches or greater, or any forward bulkhead crack is 13 inches or greater: Before further flight, replace the affected engine air intake cowl with a new or serviceable engine air intake cowl, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(ii) If any OBA crack is 15 inches or greater, but less than 22 inches, or any forward bulkhead crack is 9 inches or greater, but less than 13 inches: Within 100 flight cycles, replace the affected engine air intake cowl with a new or serviceable engine air intake cowl, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(j) Repetitive Inspections for Replaced Engine Air Intake Cows

If any engine air intake cowl is replaced in accordance with the requirements of this AD with an engine air intake cowl that has less than 5,000 flight cycles since the engine air intake cowl was first installed on an airplane: Repeat the inspection required by paragraph (g) of this AD thereafter at the compliance time specified in paragraph (g)(1) of this AD.

(1) If any engine air intake cowl is replaced in accordance with the requirements of this AD with an engine air intake cowl with 5,000 flight cycles or more since the engine air intake cowl was first installed on an airplane: Repeat the inspections required by paragraphs (g) and (h) of this AD thereafter at intervals not to exceed 2,500 flight cycles.

(2) If any engine air intake cowl is replaced in accordance with the requirements of this AD with an engine air intake cowl with 5,000 flight cycles or more since the engine air intake cowl was first installed on an airplane: Repeat the inspections required by paragraph (i) of this AD thereafter at the intervals specified in the Accomplishment Instructions of Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(l) Related Information

Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2011-0062, dated April 4, 2011, and the service information specified in paragraphs (l)(1) and (l)(2) of this AD, for related information.

(1) Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(2) Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010.

(m) Material Incorporated by Reference

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

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

(i) Airbus Mandatory Service Bulletin A330-71-3025, excluding Appendices 01 and 02, dated January 10, 2011.

(ii) Rolls-Royce Service Bulletin RB.211-71-AG416, excluding Appendix 1, dated September 3, 2010.

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

(4) For Rolls-Royce service information identified in this AD, contact Rolls-Royce Plc, Technical Publications, P.O. Box 31, Derby, DE24 8BJ, United Kingdom; telephone 44 (0) 1332 245882; fax 44 (0) 1332 249936; Internet <http://www.Rolls-Royce.com>.

(5) 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.

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

Issued in Renton, Washington, on October 26, 2012.

Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2012-22-15 Fokker Services B.V.: Amendment 39-17252. Docket No. FAA-2012-0143; Directorate Identifier 2011-NM-077-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 20, 2012.

(b) Affected ADs

This AD supersedes AD 2004-15-08, Amendment 39-13742 (69 FR 44586, July 27, 2004). This AD also affects AD 2008-06-20, Amendment 39-15432 (73 FR 14661, March 19, 2008).

(c) Applicability

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

(2) This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections) and/or Critical Design Configuration Control Limitations (CDCCLs). Compliance with these actions and/or CDCCLs is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (n) of this AD. The request should include a description of changes to the required actions that will ensure the continued operational safety of the airplane.

(d) Subject

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

(e) Reason

This AD was prompted by a revised Fokker 70/100 maintenance review board (MRB) document with revised limitations, tasks, thresholds, and intervals. We are issuing this AD to reduce the potential of structural failures or of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

(f) Compliance

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

(g) Retained Airworthiness Limitations Revision

This paragraph restates the requirements of paragraph (c) of AD 2004-15-08, Amendment 39-13742 (69 FR 44586, July 27, 2004). Within 6 months after August 31, 2004 (the effective date of

AD 2004-15-08), revise the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness by incorporating Fokker Services B.V. Report SE-623, "Fokker 70/100 Airworthiness Limitations Items and Safe Life Items," Issue 2, dated September 1, 2001; and Fokker Services B.V. Report SE-473, "Fokker 70/100 Certification Maintenance Requirements," Issue 5, dated July 16, 2001; into Section 6 of the Fokker 70/100 MRB document. (These reports are already incorporated into Fokker 70/100 MRB document, Revision 10, dated October 1, 2001.) Once the actions required by this paragraph have been accomplished, the original issue of Fokker Services B.V. Report SE-623, "Fokker 70/100 Airworthiness Limitations Items and Safe Life Items," dated June 1, 2000, may be removed from the ALS of the Instructions for Continued Airworthiness. Doing the actions specified in paragraph (i) of this AD terminates the requirements of paragraph (g) of this AD.

(h) Retained Requirement for No Alternative Inspections or Intervals

This paragraph restates the requirements of paragraph (e) of AD 2004-15-08, Amendment 39-13742 (69 FR 44586, July 27, 2004).

(1) After the actions required by paragraph (g) of this AD have been accomplished, no alternative inspections or inspection intervals may be approved for the structural elements specified in the documents identified in paragraph (g) of this AD, except as required by paragraph (k) of this AD.

(2) Notwithstanding any other maintenance or operational requirements, components that have been identified as airworthy or installed on the affected airplanes before the revision of the ALS for certain airplanes, and the maintenance program for certain other airplanes, as required by paragraph (i) of this AD, do not need to be reworked in accordance with the critical design configuration control limitations (CDCCLs). However, once the ALS for certain airplanes, and the maintenance program for certain other airplanes, has been revised, future maintenance actions on these components must be done in accordance with the CDCCLs.

(i) New Maintenance Program Revision

Within 3 months after the effective date of this AD, revise the maintenance program to incorporate the airworthiness limitations specified in the Fokker MRB documents identified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD. For all tasks and retirement lives identified in the Fokker MRB documents identified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD, the initial compliance times start from the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD, and the repetitive inspections must be accomplished thereafter at the applicable interval specified in the Fokker MRB documents identified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD.

(1) Within 3 months after the effective date of this AD.

(2) At the time specified in the documents identified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD.

(3) Fokker Report SE-473, "Fokker 70/100 Certification Maintenance Requirements," Issue 9, released January 11, 2012.

(4) Fokker Report SE-623, "Fokker 70/100 Airworthiness Limitation Items and Safe Life Items," Issue 8, released March 17, 2011.

(5) Fokker Report SE-672, "Fokker 70/100 Fuel Airworthiness Limitation Items (ALI) and Critical Design Configuration Control Limitations (CDCCL)," Issue 3, released January 4, 2012.

(j) New Corrective Actions

If any discrepancy (as defined in the documents specified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD) is found during accomplishment of any task specified in the documents specified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD: Within the applicable compliance time specified in the

applicable documents specified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD, accomplish the corrective actions in accordance with the applicable documents specified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD. If no compliance time is identified in the applicable documents specified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD, accomplish the applicable corrective actions before further flight. If any discrepancy is found and there is no corrective action specified in the applicable documents specified in paragraphs (i)(3), (i)(4), and (i)(5) of this AD: Before further flight contact the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent), for approved corrective actions, and accomplish those actions before further flight.

(k) No Alternative Actions, Intervals, and/or CDCCLs

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

(l) Terminating Action

Accomplishing the actions specified in paragraph (i) of this AD terminates the requirements of paragraph (g) of this AD.

(m) Method of Compliance With AD 2008-06-20, Amendment 39-15432 (73 FR 14661, March 19, 2008)

Accomplishing the actions specified in paragraph (i) of this AD terminates the requirements of paragraphs (f)(1) through (f)(5) of AD 2008-06-20, Amendment 39-15432 (73 FR 14661, March 19, 2008).

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on December 20, 2012.

(i) Fokker Report SE-473, "Fokker 70/100 Certification Maintenance Requirements," Issue 9, released January 11, 2012.

(ii) Fokker Report SE-623, "Fokker 70/100 Airworthiness Limitation Items and Safe Life Items," Issue 8, released March 17, 2011.

(iii) Fokker Report SE-672, "Fokker 70/100 Fuel Airworthiness Limitation Items (ALI) and Critical Design Configuration Control Limitations (CDCCL)," Issue 3, released January 4, 2012.

(4) The following service information was approved for IBR on August 31, 2004 (69 FR 44586, July 27, 2004).

(i) Fokker Services B.V. Report SE-473, "Fokker 70/100 Certification Maintenance Requirements," Issue 5, dated July 16, 2001.

(ii) Fokker Services B.V. Report SE-623, "Fokker 70/100 Airworthiness Limitation Items and Safe Life Items," Issue 2, dated September 1, 2001.

(5) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88-6280-350; fax +31 (0)88-6280-111; email technicalservices@fokker.com; Internet <http://www.myfokkerfleet.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 October 30, 2012.

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



2012-22-16 Pratt & Whitney Division: Amendment 39-17253 ; Docket No. FAA-2012-0546;
Directorate Identifier 2012-NE-15-AD.

(a) Effective Date

This AD is effective December 19, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney Division PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines, including models with any dash number suffix, with 3rd stage low-pressure turbine (LPT) duct segments part numbers (P/Ns) 50N095; 50N095-001; 50N235; 50N235-001; 50N494-01; 50N494-001; 50N495-01; or 50N495-001, installed.

(d) Unsafe Condition

This AD was prompted by 16 reports of damaged or failed 3rd stage LPT duct segments. We are issuing this AD to prevent failure of the 3rd stage LPT duct segments, which could lead to LPT rotor damage, uncontained engine failure, and damage to the airplane.

(e) Compliance

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

(f) 3rd Stage LPT Duct Segments Removal from Service

At the next piece-part exposure after the effective date of this AD, remove from service 3rd stage LPT duct segments, P/Ns 50N095; 50N095-001; 50N235; 50N235-001; 50N494-01; 50N494-001; 50N495-01; and 50N495-001.

(g) Installation Prohibition

After the effective date of this AD, do not install into any engine any 3rd stage LPT duct segment, P/N 50N095; 50N095-001; 50N235; 50N235-001; 50N494-01; 50N494-001; 50N495-01; or 50N495-001, that is at piece-part exposure.

(h) Definition

For the purpose of this AD, piece-part exposure is when the 3rd stage LPT duct segment is removed from the engine and completely disassembled.

(i) Alternative Methods of Compliance (AMOCs)

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

(j) Related Information

(1) For more information about this AD, contact James Gray, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7742; fax: 781-238-7199; email: james.e.gray@faa.gov.

(2) Pratt & Whitney Engine-Duct Segment, Third Stage LPT Assembly Service Bulletin No. PW4ENG 72-488 is related to this AD.

(3) For service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770; fax: 860-565-4503. 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.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on October 29, 2012.
Colleen M. D'Allessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.