



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
LARGE AIRCRAFT**

**BIWEEKLY 2012-02**

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

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



# LARGE AIRCRAFT

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

**Biweekly 2012-01**

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

**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



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**2011-25-05 The Boeing Company:** Amendment 39-16881; Docket No. FAA-2009-1221;  
Directorate Identifier 2008-NM-097-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective February 22, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category; as identified in Boeing Service Bulletin 767-28A0085, Revision 2, dated August 19, 2010.

**Note 1:** This AD requires revisions to certain operator maintenance documents to include new 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 inspections, the operator may not be able to accomplish the inspections 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 (o) 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**

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

**(e) Unsafe Condition**

This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent possible sources of ignition in a fuel tank caused by electrical fault or uncommanded dry operation of the main tank boost pumps and center auxiliary tank override and jettison pumps. An ignition source in the fuel tank could result in a fire or an explosion and consequent loss of the airplane.

**(f) Compliance**

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

**(g) Installation for Airplanes on Which a Dual Crossfeed Valve Has Been Installed**

For airplanes on which a dual crossfeed valve has been installed as specified in Boeing Service Bulletin 767-28-0034 as of the effective date of this AD: Within 60 months after the effective date of this AD, install ground fault interrupt relays (P140 and P141 panel assemblies) and all applicable parts and components in the main equipment center or in the forward cargo compartment sidewall, as applicable, and remove the fuel boost pump control relays from the P33, P36, and P37 panels, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-28A0085, Revision 2, dated August 19, 2010, except as required by paragraph (i) of this AD.

**(h) Installation for Airplanes on Which a Dual Crossfeed Valve Has Not Been Installed**

For airplanes on which a dual crossfeed valve has not been installed as specified in Boeing Service Bulletin 767-28-0034 as of the effective date of this AD: Within 60 months after the effective date of this AD, do the actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) Install ground fault interrupt relays (P140 and P141 panel assemblies) and all applicable parts and components in the main equipment center or in the forward cargo compartment sidewall, as applicable, and remove the fuel boost pump control relays from the P33, P36, and P37 panels, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-28A0085, Revision 2, dated August 19, 2010, except as required by paragraph (i) of this AD. Prior to or concurrently with the installation of the ground fault interrupt relays, install a dual crossfeed valve in accordance with Boeing Service Bulletin 767-28-0034, Revision 3, dated March 14, 1996.

(2) Maintain the single crossfeed valve configuration and install a GFI, in accordance with a method approved using the procedures specified in paragraph (o)(1) of this AD.

**(i) Exception to Service Bulletin**

Although paragraph 3.B.29.e. of the Accomplishment Instructions of Boeing Service Bulletin 767-28A0085, Revision 2, dated August 19, 2010, specifies an alternative functional test of the left and right center override pumps as an option, this AD requires that test for airplanes on which the center tank is deactivated.

**(j) Prior/Concurrent Installations**

For airplanes identified in paragraph 1.A.1. of Boeing Service Bulletin 767-28A0083, Revision 2, dated February 12, 2009; or Boeing Service Bulletin 767-28A0084, Revision 1, dated April 26, 2007: Prior or concurrently with accomplishing the actions required by paragraph (g) and (h)(1) of this AD, install an automatic shutoff system for the auxiliary fuel tank pump, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-28A0083, Revision 2, dated February 12, 2009; or Boeing Service Bulletin 767-28A0084, Revision 1, dated April 26, 2007; as applicable. Accomplishing the requirements of AD 2009-16-06, Amendment 39-15989 (74 FR 38905, August 5, 2009), terminates the requirements of this paragraph.

**(k) Maintenance Program Revision**

Concurrently with accomplishing the actions required by paragraphs (g) and (h)(1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later: Revise the maintenance program by incorporating Airworthiness Limitations (AWLs) No. 28-AWL-27 and No. 28-AWL-28 of Section 9 ("Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs)") of the Boeing 767 Maintenance Planning Data (MPD) Document, D622T001-9, Revision April 2008; Revision March 2009; Revision May 2009; or Revision May 2010. The initial compliance time for the actions specified in AWLs No. 28-AWL-27 and No. 28-AWL-28 is within 1

year after accomplishing the installation required by paragraph (g) or (h)(1) of this AD, or within 1 year after the effective date of this AD, whichever occurs later.

**(l) Terminating Action for AWLs Revision**

Incorporating AWLs No. 28-AWL-27 and No. 28-AWL-28 into the maintenance program in accordance with paragraph (g)(2) of AD 2008-11-01, Amendment 39-15523 (73 FR 29414, May 21, 2008), or paragraph (g)(2) of AD 2008-11-01 R1, Amendment 39-16145 (74 FR 68515, December 28, 2009), terminates the action required by paragraph (k) of this AD.

**(m) No Alternative Inspections or Inspection Intervals**

After accomplishing the actions specified in paragraph (k) of this AD, no alternative inspections or inspection intervals may be used unless the inspections or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (o) of this AD.

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

Actions done before the effective date of this AD in accordance with the service information identified in paragraphs (n)(1) through (n)(5) of this AD are acceptable for compliance with the corresponding requirements of this AD.

- (1) Boeing Alert Service Bulletin 767-28A0085, dated January 10, 2008.
- (2) Boeing Service Bulletin 767-28A0085, Revision 1, dated June 25, 2009.
- (3) Boeing Alert Service Bulletin 767-28A0083, dated May 3, 2006.
- (4) Boeing Service Bulletin 767-28A0083, Revision 1, dated April 26, 2007.
- (5) Boeing Alert Service Bulletin 767-28A0084, dated May 3, 2006.

**(o) Alternative Methods of Compliance (AMOCs)**

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

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

**(p) Related Information**

For more information about this AD, contact Elias Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; telephone (425) 917-6478; fax (425) 917-6590; email elias.natsiopoulos@faa.gov.

**(q) Material Incorporated by Reference**

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by

reference (IBR) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51 on the date specified:

(i) Boeing Service Bulletin 767-28-0034, Revision 3, dated March 14, 1996, approved for IBR February 22, 2012.

(ii) Boeing Service Bulletin 767-28A0083, Revision 2, dated February 12, 2009, approved for IBR September 9, 2009 (74 FR 38905, August 5, 2009).

(iii) Boeing Service Bulletin 767-28A0084, Revision 1, dated April 26, 2007, approved for IBR September 9, 2009 (74 FR 38905, August 5, 2009).

(iv) Boeing Service Bulletin 767-28A0085, Revision 2, dated August 19, 2010, approved for IBR February 22, 2012.

(v) Section 9 of Boeing 767 Maintenance Planning Data Document, D622T001-9, Revision April 2008, approved for IBR January 12, 2010 (74 FR 68515, December 28, 2009).

(vi) Section 9 of Boeing 767 Maintenance Planning Data Document, D622T001-9, Revision March 2009, approved for IBR February 22, 2012.

(vii) Section 9 of Boeing 767 Maintenance Planning Data Document, D622T001-9, Revision May 2009, approved for IBR January 12, 2010 (74 FR 68515, December 28, 2009).

(viii) Section 9 of Boeing 767 Maintenance Planning Data Document, D622T001-9, Revision May 2010, approved for IBR February 22, 2012.

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

(3) You may review copies of the 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.

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

Issued in Renton, Washington, on November 22, 2011.

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



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**2012-01-06 The Boeing Company:** Amendment 39-16918; Docket No. FAA-2011-1063; Directorate Identifier 2011-NM-080-AD.

**(a) Effective Date**

This AD is effective February 29, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 767-200 and 767-300 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-25A0505, dated January 14, 2011.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 25: Equipment and Furnishings.

**(e) Unsafe Condition**

This AD was prompted by reports of water accumulation in the forward lower lobe of the forward cargo compartment. We are issuing this AD to prevent water from accumulating in the forward lower lobe of the forward cargo compartment and entering the adjacent electronic equipment bay, which could result in an electrical short and the potential loss of several functions essential for safe flight.

**(f) Compliance**

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

**(g) Retrofit Installation of Drainage Tubing and Support Structure**

Within 24 months after the effective date of this AD: Install cargo bulkhead supports, right-side ceiling supports, left-side ceiling supports, a secondary dam support, drainage tubing, and ceiling panels, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-25A0505, dated January 14, 2011.

**(h) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14

CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

**(i) Related Information**

For more information about this AD, contact Francis Smith, Aerospace Engineer, Cabin Safety & Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6596; fax: (425) 917-6590; email: Francis.Smith@faa.gov.

**(j) Material Incorporated by Reference**

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

(i) Boeing Alert Service Bulletin 767-25A0505, dated January 14, 2011.

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

(3) You may review copies of the 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.

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

Issued in Renton, Washington, on January 6, 2012.

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



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**2012-01-08 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH):** Amendment 39-16920. Docket No. FAA-2011-0995; Directorate Identifier 2010-NM-243-AD.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 and 328-300 airplanes; certificated in any category; all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a manufacturer safety analysis review on flight control which resulted in recommendations for reduced repetitive inspection intervals for the flight controls certification maintenance requirements (CMR) of the tab-to-actuator linkage. We are issuing this AD to prevent failure of these components or their constituent parts which could lead to reduced control of the airplane.

**(f) Compliance**

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

**(g) Maintenance Program Revision**

Within 100 flight hours after the effective date of this AD: Revise the airplane maintenance program by incorporating the applicable CMR tasks identified in table 1 of this AD.

**Table 1–CMR Tasks**

<b>Model –</b>	<b>Task Number –</b>	<b>Task Description –</b>	<b>Identified In –</b>
328-100 airplanes	Task 27-10-00-09	Visual Check of Mechanical Linkages: Aileron Trim Tab to Actuator	328 Support Services Dornier 328 Certification Maintenance Requirements Document TM-CMR-010793-ALL, Revision 13, dated April 30, 2007
328-100 airplanes	Task 27-20-00-09	Visual Check of Mechanical Linkages: Rudder Trim Tab / Spring Tab to Actuator	328 Support Services Dornier 328 Certification Maintenance Requirements Document TM-CMR-010793-ALL, Revision 13, dated April 30, 2007
328-100 airplanes	Task 27-30-00-13	Visual Check of Mechanical Linkages: Elevator Trim Tabs to Actuator	328 Support Services Dornier 328 Certification Maintenance Requirements Document TM-CMR-010793-ALL, Revision 13, dated April 30, 2007
328-300 airplanes	Task 27-10-00-13	Visual Check of Linkage: Aileron Trim Tab to Actuator	328 Support Services Dornier 328JET Certification Maintenance Requirements Document TM-CMR-010599-ALL, Revision 2, dated May 1, 2007
328-300 airplanes	Task 27-20-00-11	Visual Check of Linkage: Rudder Trim Tab / Spring Tab	328 Support Services Dornier 328JET Certification Maintenance Requirements Document TM-CMR-010599-ALL, Revision 2, dated May 1, 2007
328-300 airplanes	Task 27-30-00-14	Visual Check of Linkage: Elevator Trim Tabs to Actuator	328 Support Services Dornier 328JET Certification Maintenance Requirements Document TM-CMR-010599-ALL, Revision 2, dated May 1, 2007

**(h) Initial Compliance Time**

The initial compliance time for the CMR tasks identified in table 1 of this AD is within 500 flight hours after the most recent inspection, or within 100 flight hours after the effective date of this AD, whichever occurs later.

**(i) No Alternative Inspections or Inspection Intervals**

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

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance: 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.

### **(k) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) Airworthiness Directive 2010-0054, dated March 25, 2010, and the following service information identified in paragraphs (k)(1) and (k)(2) of this AD; for related information.

(1) 328 Support Services Dornier 328 Certification Maintenance Requirements Document TM-CMR-010793-ALL, Revision 13, dated April 30, 2007.

(2) 328 Support Services Dornier 328JET Certification Maintenance Requirements Document TM-CMR-010599-ALL, Revision 2, dated May 1, 2007.

### **(l) Material Incorporated by Reference**

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

(i) 328 Support Services Dornier 328 Certification Maintenance Requirements Document TM-CMR-010793-ALL, Revision 13, dated April 30, 2007. The document number of this document is listed only on the title page of the document.

(ii) 328 Support Services Dornier 328JET Certification Maintenance Requirements Document TM-CMR-010599-ALL, Revision 2, dated May 1, 2007. The document number of this document is listed only on the title page of the document.

(2) For service information identified in this AD, contact 328 Support Services GmbH, Global Support Center, P.O. Box 1252, D-82231 Wessling, Federal Republic of Germany; telephone: +49 8153 88111 6666; fax: +49 8153 88111 6565; email: gsc.op@328support.de; Internet: <http://www.328support.de>.

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

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

Issued in Renton, Washington, on January 13, 2012.

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



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**2012-01-09 The Boeing Company:** Amendment 39-16921; Docket No. FAA-2011-0219; Directorate Identifier 2010-NM-228-AD.

**(a) Effective Date**

This AD is effective February 29, 2012.

**(b) Affected ADs**

Certain requirements of this AD affect certain requirements of AD 99-17-20, Amendment 39-11266 (64 FR 45436, August 20, 1999).

**(c) Applicability**

This AD applies to The Boeing Company Model 757-200, -200CB, and -300 series airplanes; certificated in any category; as identified in Boeing Special Attention Service Bulletin 757-25-0298, Revision 1, dated April 12, 2011; with off-wing escape slide systems installed.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 25, Equipment and Furnishings.

**(e) Unsafe Condition**

This AD was prompted by reports of in-flight loss of the off-wing escape slide. We are issuing this AD to prevent the in-flight loss of the off-wing escape slide, which could result in the unavailability of the escape slide during an emergency evacuation. Additionally, the departed slide could cause damage to the fuselage, wing, flaps, or stabilizer, which could degrade flight control.

**(f) Compliance**

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

**(g) Modification**

Within 60 months after the effective date of this AD, modify the door latch fittings and witness mark placards of the left and right off-wing escape slide systems, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-25-0298, Revision 1, dated April 12, 2011.

**(h) Concurrent Actions**

Concurrently with or before accomplishing the actions specified in paragraph (g) of this AD, do the applicable actions specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD.

(1) For airplanes that have not been modified by Boeing Service Bulletin 757-25-0182, dated October 10, 1996; or Revision 1, dated June 12, 1997; as of the effective date of this AD: Modify the door latch system of the left and right off-wing emergency evacuation slide systems, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-25-0182, Revision 2, dated January 11, 2001.

(2) For airplanes that have been modified by Boeing Service Bulletin 757-25-0182, dated October 10, 1996; or Revision 1, dated June 12, 1997; as of the effective date of this AD: Do a test to verify that the modified compartment door sensor provides an accurate indication of the door lock condition, in accordance with Part II, Steps A. through C., of the Accomplishment Instructions of Boeing Service Bulletin 757-25-0182, Revision 2, dated January 11, 2001. If the test indicates that the compartment door is not locking positively, concurrently with or before accomplishing the actions specified in paragraph (g) of this AD, replace the target and remount the switch on the new bracket, in accordance with Part II, Steps F. through V., of the Accomplishment Instructions of Boeing Service Bulletin 757-25-0182, Revision 2, dated January 11, 2001. Replacing the target and remounting the switch on the new bracket terminates the testing requirement in this paragraph.

(3) For airplanes identified in Boeing Service Bulletin 757-25-0200, Revision 1, dated August 3, 2000: Concurrently with or before accomplishing the actions required by paragraph (g) of this AD, install a bumper assembly on the left and right off-wing escape slide carriers, and install new placards in the area of the maintenance access door, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-25-0200, Revision 1, dated August 3, 2000.

(4) For airplanes identified in Boeing Special Attention Service Bulletin 757-25-0219, dated August 3, 2000: Concurrently with or before accomplishing the actions required by paragraph (g) of this AD, install a bumper assembly on the left and right off-wing escape slide carriers, and install new placards in the area of the maintenance access door, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-25-0219, dated August 3, 2000.

(5) Using new parts having the same part number where the service information calls for installation of kept parts is acceptable for compliance with the requirements of this AD.

**(i) Terminating Action for Paragraph (a)(1) of AD 99-17-20, Amendment 39-11266 (64 FR 45436, August 20, 1999)**

Actions done in accordance with paragraph (h)(1) of this AD terminate the requirements of paragraph (a)(1) of AD 99-17-20, Amendment 39-11266 (64 FR 45436, August 20, 1999).

**(j) Terminating Action for Paragraph (a)(2) of AD 99-17-20, Amendment 39-11266 (64 FR 45436, August 20, 1999)**

Actions done in accordance with paragraph (h)(3) of this AD terminate the corresponding requirements of paragraph (a)(2) of AD 99-17-20, Amendment 39-11266 (64 FR 45436, August 20, 1999).

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

Actions done before the effective date of this AD in accordance with Boeing Service Bulletin 757-25-0200, dated January 21, 1999, are acceptable for compliance with the corresponding requirements of paragraphs (h)(3) and (h)(4) of this AD. Actions done before the effective date of this AD in accordance with Boeing Special Attention Service Bulletin 757-25-0298, dated October 16, 2008, are acceptable for compliance with the corresponding requirements of paragraph (g) of this AD.

**(l) Alternative Methods of Compliance (AMOCs)**

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

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

(3) AMOCs approved in accordance with AD 99-17-20, Amendment 39-11266 (64 FR 45436, August 20, 1999), are approved as AMOCs for the corresponding provisions of paragraph (h) of this AD.

**(m) Related Information**

For more information about this AD, contact Kimberly DeVoe, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, Seattle Aircraft Certification Office (ACO), FAA, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: (425) 917-6495; fax: (425) 917-6590; email: Kimberly.Devoe@faa.gov.

**(n) Material Incorporated by Reference**

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

- (i) Boeing Special Attention Service Bulletin 757-25-0298, Revision 1, dated April 12, 2011.
- (ii) Boeing Service Bulletin 757-25-0182, Revision 2, dated January 11, 2001.
- (iii) Boeing Service Bulletin 757-25-0200, Revision 1, dated August 3, 2000.
- (iv) Boeing Special Attention Service Bulletin 757-25-0219, dated August 3, 2000.

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

(3) You may review copies of the 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.

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

Issued in Renton, Washington, on January 13, 2012.

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



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**2012-01-10 General Electric Company:** Amendment 39-16922; Docket No. FAA-2011-0599; Directorate Identifier 2011-NE-19-AD.

**(a) Effective Date**

This AD is effective February 27, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to General Electric Company (GE) CF34-10E series turbofan engines, serial number (S/N) 994116, and S/Ns 994118 through 994187, inclusive.

**(d) Unsafe Condition**

This AD was prompted by a report of heavy wear found on the seating surface of the center vent duct (CVD) (commonly referred to as center vent tube) support ring and on the inside diameter of the fan drive shaft at the mating location. The wear is caused by relative motion between the CVD support assembly (consisting of self-locking nut, part number (P/N) 2226M57G03, threaded sleeve, P/N 2226M55P03, and support ring, P/N 2226M56P01) and the fan drive shaft, during engine operation. We are issuing this AD to prevent fan drive shaft failure, leading to uncontained engine failure and damage to the airplane.

**(e) Compliance**

Comply with this AD before accumulating 11,500 total cycles-in-service on the engine, unless already done.

**(f) Removal from Service of CVD Support Assembly and Determination of Fan Drive Shaft Serviceability**

Visually inspect the seating surface of the CVD support ring for wear.

(1) If there is sign of wear on the CVD support ring, remove the CVD support assembly and the fan drive shaft from service before further flight.

(2) If there is no sign of wear on the CVD support ring, remove the CVD support assembly from service and borescope inspect the inside diameter of the fan drive shaft at the CVD support ring contact area for wear.

(3) If there is sign of wear on the inside diameter of the fan drive shaft, remove the fan drive shaft from service before further flight.

**(g) Installation Prohibition**

After the effective date of this AD, do not return to service any CVD support assembly (consisting of self-locking nut, P/N 2226M57G03, threaded sleeve, P/N 2226M55P03, and support ring, P/N 2226M56P01) or fan drive shaft removed from service as specified in this AD.

**(h) Definition**

For the purposes of this AD, the phrase "sign of wear" is defined as any visual indication of removal of parent material from the CVD seating surface or the fan drive shaft.

**(i) Alternative Methods of Compliance (AMOCs)**

The Manager, Engine Certification Office, FAA, 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 John Frost, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7756; fax: (781) 238-7199; email: john.frost@faa.gov.

(2) GE Service Bulletin No. CF34-10E S/B 72-0188, dated April 12, 2011, pertains to the subject of this AD. For service information identified in this AD, contact GE-Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215, phone: (513) 552-3272; email: geae.aoc@ge.com.

(3) 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 January 12, 2012.  
Peter A. White,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.