

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2014-25**

12/1/2014 - 12/14/2014



Federal Aviation Administration
Engineering Procedures Office, AIR-110
P.O. Box 25082
Oklahoma City, OK 73125-0460

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2014-01			
2013-25-04		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-25-06		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
2013-26-01 2013-26-02		CFM International S.A. Bombardier, Inc.	CFM56-3 series and CFM56-7B series turbofan engines CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-26-03	S 2011-24-09	Airbus	A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2013-26-04 2013-26-06	S 2010-19-01	The Boeing Company Rolls-Royce Corporation	747-400, -400D, and -400F series AE 3007A, A1, A1/1, A1/2, A1/3, A1P, A1E, and A3 turbofan engines
2013-26-07		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-08 2013-26-10		The Boeing Company Rolls-Royce plc	737-600, -700, -700C, -800, -900, and -900ER series RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 turbofan engines
2013-26-12	S 2009-14-02	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2014-02			
There were no AD's published in this Large Bi-weekly period			
Biweekly 2014-03			
2013-24-04	S 2003-19-11	Learjet Inc.	60
2013-25-03	S 2000-17-05 S 2001-04-09	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-01-04		Bae Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2014-01-05 2014-02-01	S 2011-03-13	The Boeing Company Bombardier, Inc.	737-100, -200, -200C, -300, -400, and -500 series CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
Biweekly 2014-04			
2014-03-07 2014-03-08	S 2009-26-16	The Boeing Company Airbus	MD-11 and MD-11F 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
2014-03-09		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-03-14		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-03-16		Rolls-Royce Deutschland Ltd & Co. KG	Tay 620-15, 650-15, and 651-54 turbofan engines
2014-03-17		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604 Variants)
Biweekly 2014-05			
2014-01-03 2014-03-04 2014-03-05 2014-03-06		Saab AB, Saab Aerosystems Bombardier, Inc. Bombardier, Inc. Boeing	340A (SAAB/SF340A) and SAAB 340B DHC-8-400, -401, and -402 BD-700-1A10 737-100, -200, -200C, -300, -400, and -500 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-03-12	S 2002-23-19	Dassault Aviation	FALCON 2000
2014-03-13		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-03-15	S 2008-14-16	328 Support Services GmbH	328-100, 328-300
2014-03-19		Boeing	737-600, -700, -800, -900, and -900ER series
2014-03-21		Boeing	727-200 and 727-200F series
2014-04-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-04-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2014-05-02	S 2002-10-11	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-03		Boeing	777-200, -200LR, -300, -300ER, and -777F series
2014-05-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-06			
2014-05-09	S 2012-12-08	Boeing	777-200 and -300 series
2014-05-12	S 2010-15-08	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-13	S 2004-12-07	Boeing	757-200, -200PF, and -200CB series
2014-05-16		Boeing	747-200B, 747-300, 747-400, 747-400D, 747-400F, 767-200, -300, -300F, and -400ER series
2014-05-18		Bombardier	DHC-8-400, -401, and -402
2014-05-19		Boeing	747-200B, 747-200F, 747-300, 747SP, 747-400, 747-400F, 767-300 series
2014-05-20		Boeing	757-200, -200PF, -200CB, and -300 series
2014-05-21	S 2008-11-04	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-22		Boeing	717-200
2014-05-23		Bombardier	BD-100-1A10 (Challenger 300)
2014-05-24	S 84-19-01	Boeing	747-100, 747-200B, and 747-200F series
2014-05-25		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2014-05-30	S 2013-07-07	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2014-06-02		Boeing	747-400 series
Biweekly 2014-07			
2013-26-14	S 2008-08-04	Airbus	A318, A319, A320, A321
2014-04-09		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-04-10		Airbus	A330, A340 airplanes
2014-05-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-05-17		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2014-05-27		Rockwell Collins	Mode S transponders
2014-05-28		Bombardier	DHC-8-400, -401, and -402
2014-05-31	S 2008-08-25	Boeing	747-400F, 747-400 series
2014-05-32		Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-06-04		Boeing	747-8 and 747-8F series
2014-06-05	S 2007-03-02	Rolls-Royce Deutschland	Tay 620-15, Tay 650-15 and Tay 651-54 turbofan engines
2014-06-08		Bombardier	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2014-06-09	S 2009-18-18	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, -500 ; ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-06-10	S 2014-06-10	Airbus	A330, A340
2014-07-02		Rolls-Royce Deutschland	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2014-08			
2014-05-32	COR	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-07-03		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-07-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-08-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R
2014-08-03		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2014-08-05		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
Biweekly 2014-09			
2013-25-02	S 2000-11-06	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-07-01		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2014-08-01	S 2014-03-08	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
2014-08-04	S 2012-03-04	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-08-08		The Boeing Company	737-200, -200C, -300, -400, and -500 series
2014-08-09		The Boeing Company	767-200, -300, -300F, and -400ER series
2014-08-11	S 2009-24-07	The Boeing Company	737-600, -700, -700C, -800 and -900 series
2014-09-05		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2014-09-06		The Boeing Company	777F series
Biweekly 2014-10			
2014-09-08	S 2007-16-19	The Boeing Company	747-200B, 747-300, and 747-400 series
2014-09-10		The Boeing Company	767-200, -300, -300F, and -400ER series
Biweekly 2014-11			
2014-09-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2014-09-09		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-12			
2008-21-07R1		Dowty Propellers	R408/6-123-F/17 propellers
2014-11-01		The Boeing Company	777-200 and -300 series
2014-11-04		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343 A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-11-06		Lockheed	P-3A or P3A
2014-12-03		Rolls-Royce Deutschland	BR700-725A1-12 turbofan engines
2014-12-52	E	Honeywell International	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines
Biweekly 2014-13			
2014-12-06		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
2014-12-10		The Boeing Company	727-100 series
2014-13-03		Rolls-Royce plc	RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces

Biweekly 2014-14

2014-12-02		Dassault Aviation	FALCON 2000 and FALCON 2000EX
2014-12-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-12-52	S 2014-12-52	Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines
2014-13-02		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2014-14-01		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2014-14-02		Pratt & Whitney Canada Corp.	PW120, PW121, PW121A, PW124B, PW127, PW127E, PW127F, PW127G and PW127M turboprop engines

Biweekly 2014-15 (AD 2014-15-01 was originally left off this Biweekly, but was added Oct. 23, 2014, and also will be included in Large AD Biweekly 2014-22)

2014-11-03		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2014-11-10	S 2008-08-09	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2014-13-06		Learjet Inc.	45 airplanes
2014-13-07		The Boeing Company	737-300, -400, and -500 series airplanes; 737-600, -700, -700C, -800, -900, and -900ER series airplanes
2014-13-10		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2014-13-11		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body series airplanes; 720 and 720B series airplanes
2014-13-14		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2014-13-15		EADS CASA	CN-235-300 airplanes
2014-13-16		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) airplanes
2014-13-17		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, 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; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2014-13-18		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2014-14-03	S 2014-07-01	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2014-14-05		Airbus	A320-211, -212, and -231 airplanes
2014-14-06		Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-111, -211, -212, and -214; A321-111, -112, -211, -212, and -213 airplanes
2014-15-01		M7 Aerospace LLC	SA227-AT, SA227-AC, SA227-BC, SA227-CC, SA227-DC airplanes
2014-15-03		Pratt & Whitney Canada Corporation	PW150A turboprop engines

Biweekly 2014-16

2014-13-12		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
2014-13-13		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-14-04	S 2003-18-10	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-15-04		Saab AB, Saab Aerosystems	SAAB 2000
2014-15-05		Airbus	A310-304, -322, -324, and -325
2014-15-06		The Boeing Company	747-100B SUD, 747-200B, 747-300, 747-400, and 747-400D series
2014-15-07		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2014-15-08		Beechcraft Corporation	Hawker 800XP, 850XP, and 900XP
2014-15-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-15-10 2014-15-11		Dassault Aviation Bombardier, Inc.	FALCON 7X CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2014-15-12 2014-15-14		The Boeing Company The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series 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
2014-15-15 2014-15-16		Beechcraft Corporation Airbus	MU-300, 400, 400A, 400T (T-1A), and 400T (TX) A319-111, -112, -115, -132, -133, A320-214, -232, -233, A321-211, -231, and -232
2014-15-17		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant)
Biweekly 2014-17			
2013-13-13		Airbus	A310-203, -204, -221, -222, 304, -322, -324, -325, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2014-15-13	R 2005-15-04	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), and CL-600-2B16 (CL-604 Variant)
2014-15-20 2014-15-21 2014-16-02	S 2006-26-06	Bombardier, Inc. The Boeing Company Bombardier, Inc.	DHC-8-400, -401, and -402 777-200 and -300 series CL-600-1A11 (CL-600)
2014-16-04 2014-16-06 2014-16-07 2014-16-08	R 2008-14-17 R 2011-15-09	Airbus Bombardier, Inc. Bombardier, Inc. Bombardier, Inc.	A330-201, -202, -203, -223, -243, A340-311, -312, and -313 CL-600-2B16 (CL-604 Variant) DHC-8-400, -401, and -402 CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant)
2014-16-09		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body, 707-300, -300B, -300C, and -400 series, 720 and 720B series, 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series, 737-100, -200, and -200C series
2014-16-10 2014-16-11 2014-16-14 2014-16-16	S 2013-12-01	Rolls-Royce plc The Boeing Company The Boeing Company Embraer S.A.	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines 777-200 series 737-600, -700, -700C, -800, and -900 series ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2014-16-19	See AD	Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2014-16-20		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2014-16-22		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
2014-17-51	E	Bombardier, Inc.	CL-600-2B16
Biweekly 2014-18			
2014-16-05		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, ERJ 170-200 LR, -200 SU, and -200 STD
2014-16-12 2014-16-13		Dassault Aviation Airbus	FALCON 2000EX A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2014-16-18		BAE Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2014-16-21 2014-16-23 2014-16-25	R 2011-16-01 R 2007-06-12	Dassault Aviation Dassault Aviation Airbus	FALCON 7X FALCON 7X A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, and -343
2014-16-26 2014-16-27 2014-16-28		Dassault Aviation Dassault Aviation Empresa Brasileira de Aeronautica S.A.	FALCON 900EX FALCON 900EX EMB-135BJ
2014-17-02	R 2013-18-09	Honeywell ASCa Inc	See AD

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-17-04		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2014-17-05		The Boeing Company	767-400ER series
2014-17-06	R 2011-17-08	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2014-17-07		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-17-10		Airbus	A318-111, -112, -121, -122, 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
2014-18-02	R 2014-05-02	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
Biweekly 2014-19			
2013-15-06		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2013-25-07	R 2007-18-09	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-05		Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, G, MYSTERE-FALCON 200, MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5
2014-15-19	R 2013-03-23	Gulfstream Aerospace LP	G150
2014-19-02		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2014-20			
2014-18-01		Rockwell Collins, Inc.	Appliance: See AD
2014-19-03		The Boeing Company	747-8 and 747-8F series
2014-19-04	R 2004-03-19	Airbus	A320-111, -211, -212, and -231
2014-20-01		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2014-20-02		The Boeing Company	767-200, -300, -300F, and -400ER series
2014-20-03		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2014-20-04	R 94-12-03	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-20-06		The Boeing Company	737-600, -700, -700C, -800, -900, -900ER series, 777-200, 777-200LR, 777-300, 777-300ER, and 777F series
2014-20-07	R 2010-03-05	The Boeing Company	747-200C and -200F series
2014-20-08		Lockheed Martin Corporation	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2014-20-09		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2014-21			
2014-20-10	R 2013-11-14	The Boeing Company	777-200 and -300 series airplanes
2014-20-11	R 2011-07-05	Zodiac Seats France	9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies
Biweekly 2014-22			
(AD 2014-15-01 should have been included in Large AD Biweekly 2014-15. We have corrected the online version, but have also included it here for the print subscribers.)			
2012-26-15 R1	R 2012-26-15	Honeywell International Inc.	Appliance: See AD
2014-15-01		M7 Aerospace LLC	SA227-AT, SA227-AC, SA227-BC, SA227-CC, and SA227-DC
2014-17-51		Bombardier, Inc.	CL-600-2B16
2014-21-01	S 90-26-01, S 91-20-02, S 2009-05-02	General Electric Company	CF6-80C2 and CF6-80E1 series turbofan engines
2014-21-04		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88
2014-21-05		The Boeing Company	DC-10-10, DC-10-10F, DC-10-30, DC-10-30F (KC-10A)

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-21-06 2014-21-07		Beechcraft Corporation Bombardier, Inc.	and KDC-10), DC-10-40, MD-10-10F, and MD-10-30F 400 Beechjet, 400A Beechjet, 400T Beechjet, and MU-300 CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL- 600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2014-21-08 2014-21-09	R 2005-14-07	Bombardier, Inc. The Boeing Company	BD-700-1A11 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-21-10		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, - 322, -323, -341, -342, -343, A340-211, -212, -213, -311, - 312, and -313
2014-22-02		Rolls-Royce plc	Trent 1000-A, 1000-C, 1000-D, 1000-E, 1000-G, and 1000- H turbofan engines
Biweekly 2014-23			
2014-20-18	R 2005-23-08	Airbus	B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, and Model A300 C4-605R Variant F
2014-20-19	S 2013-10-06	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, - 213, -311, -312, -313, -541, and -642
2014-22-04		The Boeing Company	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, and DC-9-32F (C- 9A, C-9B)
2014-22-05		The Boeing Company	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 and DC-9-51
2014-22-06 2014-22-07	R 2005-07-12 R 2013-16-08	The Boeing Company Bombardier, Inc.	737-100, -200, -200C, -300, -400, and -500 series CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL- 600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2014-22-08		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
2014-22-09 2014-22-11	R 2012-13-08	The Boeing Company The Boeing Company	767-200, -300, -300F, and -400ER series 747-100, 747-100B, 747-200B, 747-200C, 747-200F, 747- 400F, 747SR, and 747SP series
Biweekly 2014-24			
2014-22-10		The Boeing Company	DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8- 63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2014-23-01	S 2013-15-09	Pratt & Whitney Division	W4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engine
2014-23-04 2014-23-05		The Boeing Company Airbus	777-200LR, -300, -300ER, and 777F series A318-111, -112, -121, -122, 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
2014-23-06 2014-23-07	R 2004-16-01	Bombardier, Inc. Airbus	CL-600-2B19 (Regional Jet Series 100 & 440) A330-201, -202, -203, -223, -243, -301, -302, -303, -321, - 322, -323, -341, -342, -343, A340-211, -212, -213, -311, - 312, and -313
2014-23-08	R 2012-06-19	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, - 213, -311, -312, and -313
2014-23-09 2014-23-11 2014-23-12 2014-23-14 2014-24-02	R 2000-17-03 R 2005-13-05 R 2005-13-05 R 2005-13-05 S 2014-07-51	Fokker Services B.V. The Boeing Company The Boeing Company Bombardier, Inc. Agusta	F.28 Mark 0100 747-400F series 787-8 DHC-8-400, -401, and -402 AB139 and AW139 helicopters

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2014-25			
2010-17-11R2		Dowty Propellers	R408/6-123-F/17 model propellers
2014-23-10	R 2008-17-03	The Boeing Company	737-100, -200, -200C, -300, -400, -500 series, 737-300, -400, and -500 series
2014-23-13	R 2000-12-12	Airbus	A300 B2-203, B2K-3C, B4-103, B4-203, B4-2C, A300, A300 B4-620, B4-622R, B4-622, A310-221, -222, -322, -324, and -325
2014-23-17	R 2013-20-06,	Airbus	A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-24-06		The Boeing Company	787-8
2014-24-07		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-24-08	S 98-07-07	Rolls-Royce plc	RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines
2014-25-01	R 2010-13-04	Bombardier, Inc.	DHC-8-400, -401, and -402
2014-25-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2014-25-03	S 2013-11-08	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-25-04		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2014-25-05		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2014-25-51		Airbus	A318-111, -112, -121, -122, 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
2014-25-52		Airbus	A330-223F, -243F, A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541 and A340-642



2010-17-11R2 Dowty Propellers Constant Speed Propellers: Amendment 39-18007; Docket No. FAA-2009-0776; Directorate Identifier 2009-NE-32-AD.

(a) Effective Date

This AD is effective January 6, 2015.

(b) Affected ADs

This AD revises AD 2010-17-11R1, Amendment 39-17481 (78 FR 41283, July 10, 2013).

(c) Applicability

This AD applies to Dowty Propellers R408/6-123-F/17 model propellers with a hub, actuator, and backplate assembly line-replaceable unit (LRU) serial number (S/N) below DAP0927.

(d) Unsafe Condition

This AD was prompted by failure of the propeller de-ice bus bar due to friction or contact between the bus bar and the backplate assembly, consequent intermittent short circuit, and possible double generator failure. We are issuing this AD to prevent an in-flight double generator failure, which could result in reduced control of the airplane.

(e) Compliance

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

(1) For R408/6-123-F/17 model propellers with a hub, actuator, and backplate assembly LRU S/N below DAP0347, do the following initial sealant application within 5,000 flight-hours (FHs) after September 27, 2010, or within 100 FHs after the effective date of this AD, whichever occurs later:

(i) Apply a sealant specified in Dowty Propellers Alert Service Bulletin (ASB) No. D8400-61-A66, Revision 8, dated October 31, 2013 between the bus bar assemblies and the backplate assembly.

(ii) Use paragraph 3.A. or 3.B. of the Accomplishment Instructions of Dowty Propellers ASB No. D8400-61-A66, Revision 8, dated October 31, 2013, to apply the sealant.

(2) Thereafter, for R408/6-123-F/17 model propellers, with a hub, actuator, and backplate assembly LRU S/N below DAP0927, re-apply sealant as specified in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD within every additional 10,500 FHs.

(f) Installation Prohibition

After the effective date of this AD, do not install any Dowty Propellers R408/6-123-F/17 model propeller unless 3M 5300 or 3M 4200 sealant was applied between the bus bar assembly and the backplate assembly as required by this AD, or unless the optional terminating action as specified in paragraph (g) of this AD was performed.

(g) Optional Terminating Action

As optional terminating action to the sealant application required by paragraph (e) of this AD, replace the bus bar assembly with a slip ring de-icer harness. Use paragraph 3.A. of the Accomplishment Instructions of Dowty Propellers Service Bulletin (SB) No. D8400-61-94, Revision 6, dated December 12, 2013, to do the replacement.

(h) Credit for Previous Actions

(1) Sealant applications performed before the effective date of this AD using Dowty Propellers SB No. D8400-61-66, dated February 9, 2007; Revision 1, dated May 4, 2007; ASB No. D8400-61-A66, Revision 2, dated August 19, 2009; Revision 3, dated November 10, 2009; Revision 4, dated January 19, 2010; Revision 5, dated June 16, 2010; Revision 6, dated August 17, 2011; or Revision 7, dated December 1, 2011, satisfy the initial sealant application required by paragraph (e) of this AD.

(2) Replacement of the busbar assembly with a slip ring de-icer harness before the effective date of this AD using Dowty Propellers SB No. D8400-61-94, Revision 2, dated August 29, 2012; Revision 3, dated October 23, 2012; Revision 4, dated June 12, 2013; or Revision 5, dated September 2, 2013, satisfies the optional terminating action specified in paragraph (g) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Boston Aircraft 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 Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7761; fax 781-238-7170; email: michael.schwetz@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2009-0114R2, (Correction: December 16, 2013), dated December 13, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2009-0776-0014>.

(3) Dowty Propellers SB No. D8400-61-66, dated February 9, 2007; Revision 1, dated May 4, 2007; ASB No. D8400-61-A66, Revision 2, dated August 19, 2009; Revision 3, dated November 10, 2009; Revision 4, dated January 19, 2010; Revision 5, dated June 16, 2010; Revision 6, dated August 17, 2011; or Revision 7, dated December 1, 2011, which are not incorporated by reference in this AD, can be obtained from Dowty Propellers, using the contact information in paragraph (k)(3) of this AD.

(4) Dowty Propellers SB No. D8400-61-94, Revision 2, dated August 29, 2012; Revision 3, dated October 23, 2012; Revision 4, dated June 12, 2013; or Revision 5, dated September 2, 2013, which are not incorporated by reference in this AD, can be obtained from Dowty Propellers, using the contact information in paragraph (k)(3) of this AD.

(5) You may view this 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

(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) Dowty Propellers Alert Service Bulletin No. D8400-61-A66, Revision 8, dated October 31, 2013.

(ii) Dowty Propellers Service Bulletin No. D8400-61-94, Revision 6, dated December 12, 2013.

(3) For Dowty Propellers service information identified in this AD, contact Dowty Propellers, Anson Business Park, Cheltenham Road East, Gloucester GL2 9QN, UK; phone: 44-0-1452-716000; fax: 44-0-1452-716001.

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

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

Issued in Burlington, Massachusetts, on November 3, 2014.

Kim Smith,
Acting Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-23-10 The Boeing Company: Amendment 39-18026; Docket No. FAA-2014-0195; Directorate Identifier 2013-NM-195-AD.

(a) Effective Date

This AD is effective January 6, 2015.

(b) Affected ADs

This AD replaces AD 2008-17-03, Amendment 39-15641 (73 FR 48288, August 19, 2008).

(c) Applicability

(1) This AD applies to The Boeing Company airplanes, certificated in any category, identified in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD.

(i) Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, as identified in Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006.

(ii) Model 737-300, -400, and -500 series airplanes, as identified in Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/\\$FILE/ST01219SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/$FILE/ST01219SE.pdf)) does not affect the ability to accomplish the actions required by this AD. For airplanes on which STC ST01219SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/\\$FILE/ST01219SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/$FILE/ST01219SE.pdf)) is installed, therefore, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracks found at the cutout in the web of body station frame 303.9 inboard of stringer 16L, and a new report of cracking found on an airplane not included in the applicability of AD 2008-17-03, Amendment 39-15641 (73 FR 48288, August 19, 2008). We are issuing this AD to detect and correct such cracking, which could prevent the left forward entry door from sealing correctly, and could cause in-flight decompression of the airplane.

(f) Compliance

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

(g) Retained Repetitive Inspections: Group 1 Airplanes, Boeing Alert Service Bulletin 737-53A1188, Revision 2, Dated May 9, 2007; or Boeing Alert Service Bulletin 737-53A1188, Revision 3, Dated September 6, 2013

This paragraph restates the requirements of paragraph (f) of AD 2008-17-03, Amendment 39-15641 (73 FR 48288, August 19, 2008), with revised service information and airplane groupings. For airplanes identified as Group 1 in Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013: Do detailed and high frequency eddy current (HFEC) inspections in the web and doubler around the slotted holes in the frame web at stringers 15L and 16L, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007; or Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013, except as provided by paragraph (j)(4) of this AD. Do the inspections at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013. Do all applicable corrective actions before further flight in accordance with Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007; or Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013; except as provided by paragraph (j)(3) of this AD. Repeat the inspections at intervals not to exceed 4,500 flight cycles, until accomplishment of the repair/preventive change in accordance with Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007; or Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013; which terminates the repetitive inspection requirements for the airplanes identified in this paragraph. A repair/preventive change done using Boeing Alert Service Bulletin 737-53A1188, dated April 9, 1998; or Boeing Alert Service Bulletin 737-53A1188, Revision 1, dated March 18, 1999; does not terminate the repetitive inspections, but the repetitive inspections may be terminated after the existing kit is replaced with a new kit in accordance with paragraph 3.B., Part II, step 3, or Part III, step 3, of Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007. As of the effective date of this AD, only Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013, may be used to do the actions required by this paragraph.

Note 1 to paragraph (g) of this AD: Airplanes identified as Group 1 in Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013, are the same as those identified in Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007.

(h) Retained Repetitive Inspections: Boeing Alert Service Bulletin 737-53A1197, Dated August 25, 2006

This paragraph restates the requirements of paragraph (g) of AD 2008-17-03, Amendment 39-15641 (73 FR 48288, August 19, 2008). For airplanes identified in Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006: Do an ultrasound inspection of the slot-shaped cutout in the web for the door stop strap at stringer 16L, an HFEC inspection of the web along the upper and lower edges of the doubler around the doorstop strap at stringer 16L, and a detailed inspection of the web around the doubler for the cutout at stringer 16L, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006, except as provided by paragraph (j)(4) of this AD. Do the inspections at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006, except as provided by paragraph (j)(2) of this AD. Do all applicable corrective actions before further flight in accordance with Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006, except as provided by paragraph (j)(3) of this AD. Repeat the inspections at intervals not to exceed 4,500 flight cycles, until accomplishment of the repair/preventive change in accordance with Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006, which terminates the repetitive inspections.

(i) New Repetitive Inspections: Group 2 Airplanes, Boeing Alert Service Bulletin 737-53A1188, Revision 3, Dated September 6, 2013

For airplanes identified as Group 2 in Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013: At the applicable times specified in Table 3 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013, except as required by paragraph (j)(1) of this AD: Do detailed and HFEC inspections for cracking in the web of the body station 303.9 frame at stringer 15L, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013, except as required by paragraphs (j)(3) and (j)(4) of this AD. Do all applicable corrective actions before further flight. Repeat the inspection thereafter at the applicable time specified in Table 3 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013. Accomplishment of a repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD terminates the repetitive inspections required by this paragraph for the area covered by the repair.

(j) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013, specifies a compliance time "after the Revision 3 date of this service bulletin," this AD requires compliance within the specified time after the effective date of this AD.

(2) Where Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006, specifies a compliance time "After the Date of this Service Bulletin," this AD requires compliance for paragraph (h) of this AD within the specified time after September 23, 2008 (the effective date of AD 2008-17-03, Amendment 39-15641 (73 FR 48288, August 19, 2008)). For the initial inspection, the grace period for airplanes that have exceeded the specified threshold is extended to 4,500 flight cycles after September 23, 2008 (the effective date of AD 2008-17-03).

(3) Where Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007; Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013; and Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006; specify to contact Boeing for appropriate action, including repair of damage outside the scope of the service information, repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(4) This AD does not require the specific access and restoration instructions identified in the Work Instructions of Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013; and Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006. Operators may perform those actions in accordance with approved maintenance procedures.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, to make those findings.

For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously for AD 2008-17-03, Amendment 39-15641 (73 FR 48288, August 19, 2008), are approved as AMOCs for the corresponding provisions of this AD.

(l) Related Information

For more information about this AD, contact Nenita Odessa, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, California 90712-4137; phone: 562-627-5234; fax: 562-627-5210; email: nenita.odessa@faa.gov.

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 6, 2015.

(i) Boeing Alert Service Bulletin 737-53A1188, Revision 3, dated September 6, 2013.

(ii) Reserved.

(4) The following service information was approved for IBR on September 23, 2008 (73 FR 48288, August 19, 2008).

(i) Boeing Alert Service Bulletin 737-53A1188, Revision 2, dated May 9, 2007.

(ii) Boeing Alert Service Bulletin 737-53A1197, dated August 25, 2006.

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

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

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

Issued in Renton, Washington, on November 5, 2014.

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



2014-23-13 Airbus: Amendment 39-18029. Docket No. FAA-2013-1066; Directorate Identifier 2013-NM-021-AD.

(a) Effective Date

This AD becomes effective January 9, 2015.

(b) Affected ADs

This AD replaces AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000).

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category.

(1) Airbus Model A300 B2-203, B2K-3C, B4-103, B4-203, and B4-2C airplanes on which Airbus Modification 2434 has been embodied in production.

(2) Airbus Model A300 airplane having manufacturer serial number 125, on the left hand side pylon only.

(3) Airbus Model A300 B4-620, B4-622R, and B4-622 airplanes, except for airplanes on which Airbus Modification 10149 has been embodied in production.

(4) Airbus Model A310-221, -222, -322, -324, and -325 airplanes, except for airplanes on which Airbus Modification 10149 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking of the lower pylon spar after accomplishing an existing modification. We are issuing this AD to detect and correct fatigue cracking, which could result in reduced structural integrity of the lower spar of the nacelle pylon.

(f) Compliance

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

(g) Retained Inspection and Corrective Action for Certain Model A300 Series Airplanes

This paragraph restates the requirements of paragraph (a) of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000), with additional sources for repair approvals. For Model A300 B4-2C, B2K-3C, B2-203, B4-103, and B4-203 series airplanes: Prior to the accumulation of 9,000 total landings, or within 500 landings after June 12, 1995 (the effective date of AD 95-10-03, Amendment 39-9220 (60 FR 25604, May 12, 1995)), whichever occurs later, perform an internal

eddy current inspection to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, in accordance with Airbus Service Bulletin A300-54-071, dated November 12, 1991; or Revision 1, dated October 15, 1993. Accomplishment of an inspection required by paragraph (k), (l), or (m) of this AD terminates the inspection requirements of this paragraph.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 2,500 landings.

(2) If any crack is found that is less than or equal to 30 millimeters (mm): Perform subsequent inspections and repair in accordance with the methods and times specified in Airbus Service Bulletin A300-54-071, dated November 12, 1991; or Revision 1, dated October 15, 1993.

(3) If any crack is found that is greater than 30 mm, but less than 100 mm: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent); or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(4) If any crack is found that is greater than or equal to 100 mm: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent); or the EASA; or Airbus's EASA DOA.

(5) Accomplishment of the modification specified in Airbus Service Bulletin A300-54-0079, dated October 15, 1993, constitutes terminating action for the inspections required by paragraph (g) of this AD.

(h) Retained Inspection and Corrective Action for Model A300-600 Series Airplanes

This paragraph restates the requirements of paragraph (b) of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000), with additional sources for repair approvals. For Model A300-600, B4-620, C4-620, B4-622R, and B4-622 series airplanes: Except as provided by paragraph (h)(5) of this AD, prior to the accumulation of 4,000 total landings, or within 500 landings after June 12, 1995 (the effective date of AD 95-10-03, Amendment 39-9220 (60 FR 25604, May 12, 1995)), whichever occurs later, perform an internal eddy current inspection to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, in accordance with Airbus Service Bulletin A300-54-6011, dated November 12, 1991, as amended by Airbus Service Bulletin Change Notice O.A., dated July 10, 1992; or Revision 1, dated October 15, 1993. Accomplishment of an inspection required by paragraph (k), (l), or (m) of this AD terminates the inspection requirements of this paragraph.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 2,500 landings.

(2) If any crack is found that is less than or equal to 30 mm: Perform subsequent inspections and repair in accordance with the methods and times specified in Airbus Service Bulletin A300-54-6011, dated November 12, 1991, as amended by Airbus Service Bulletin Change Notice O.A., dated July 10, 1992; or Revision 1, dated October 15, 1993.

(3) If any crack is found that is greater than 30 mm, but less than 100 mm: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent); or the EASA; or Airbus's EASA DOA.

(4) If any crack is found that is greater than or equal to 100 mm: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent); or the EASA; or Airbus's EASA DOA.

(5) Accomplishment of the modification specified in Airbus Service Bulletin A300-54-6019, dated October 15, 1993, increases the threshold and repetitive interval of the inspections required by paragraph (h) of this AD to the threshold and interval specified in paragraph 2.D. of the Accomplishment Instructions of Airbus Service Bulletin A300-54-6011, Revision 1, dated October 15, 1993.

(i) Retained Inspection and Corrective Action for Model A310 Series Airplanes

This paragraph restates the requirements of paragraph (c) of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000), with additional sources for repair approvals. For Model A310-221, -222, -322, -324, and -325 series airplanes: Perform an internal eddy current inspection to detect cracks in the lower spar axis of the pylon between ribs 9 and 10, in accordance with Airbus Service Bulletin A310-54-2016, dated November 12, 1991; or Revision 1, dated October 15, 1993; or Revision 02, dated June 11, 1999; at the time specified in paragraph (j) of this AD. Accomplishment of an inspection required by paragraph (k), (l), or (m) of this AD terminates the inspection requirements of this paragraph.

(1) If no crack is found, repeat the inspection thereafter at intervals not to exceed 2,500 landings.

(2) If any crack is found that is less than or equal to 30 mm: Perform subsequent inspections and repair in accordance with the methods and times specified in Airbus Service Bulletin A310-54-2016, dated November 12, 1991; or Revision 1, dated October 15, 1993; or Revision 02, dated June 11, 1999.

(3) If any crack is found that is greater than 30 mm, but less than 100 mm: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent); or the EASA; or Airbus's EASA DOA.

(4) If any crack is found that is greater than or equal to 100 mm: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the DGAC (or its delegated agent); or the EASA; or Airbus's EASA DOA.

(5) Accomplishment of the modification specified in Airbus Service Bulletin A310-54-2022, dated October 15, 1993; or Revision 01, dated March 16, 1999; increases the threshold and repetitive interval of the inspections required by paragraph (i) of this AD to the threshold and interval specified in paragraph 2.D. of the Accomplishment Instructions of Airbus Service Bulletin A310-54-2016, Revision 02, dated June 11, 1999.

(j) Retained Compliance Time for Paragraph (i) of This AD

This paragraph restates the requirements of paragraph (d) of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000), with no changes. Perform the initial inspection required by paragraph (i) of this AD at the earlier of the times specified by paragraphs (j)(1) and (j)(2) of this AD.

(1) Prior to the accumulation of 25,000 total landings, or within 500 landings after June 12, 1995 (the effective date of AD 95-10-03, Amendment 39-9220 (60 FR 25604, May 12, 1995), whichever occurs later.

(2) At the applicable time specified by paragraph (j)(2)(i), (j)(2)(ii), or (j)(2)(iii) of this AD.

(i) For airplanes that have accumulated fewer than 10,000 landings as of July 28, 2000 (the effective date of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000)): Perform the inspection prior to the accumulation of 3,800 total landings, or within 1,500 landings after July 28, 2000, whichever occurs later.

(ii) For airplanes that have accumulated 10,000 total landings or more, but fewer than 20,000 total landings, as of July 28, 2000 (the effective date of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000)): Perform the inspection within 1,000 landings after July 28, 2000.

(iii) For airplanes that have accumulated 20,000 total landings or more as of July 28, 2000 (the effective date of AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000)): Perform the inspection within 500 landings after July 28, 2000.

(k) New Repetitive Inspections for Cracking

(1) For airplanes identified in paragraph (k)(2) of this AD: Except as provided by paragraphs (n)(1) and (n)(4) of this AD, at the applicable compliance time specified in paragraph 1.E.(2), "Compliance," of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or

(k)(1)(iii) of this AD, or within 100 flight cycles after the effective date of this AD, whichever occurs later, do an eddy current inspection or liquid penetrant inspection for cracking of the lower spar of the pylon between ribs 9 and 10; and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD, except as required by paragraphs (n)(2) and (n)(3) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the inspection of the lower spar of the pylon between ribs 9 and 10 thereafter at intervals not to exceed the applicable interval specified in paragraph 1.E.(2), "Compliance," of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD. Accomplishment of corrective actions required by this paragraph terminates the repetitive inspections required by this paragraph. Accomplishment of an inspection required by this paragraph terminates the inspection requirements of paragraphs (g), (h), and (i) of this AD. Accomplishment of the optional modification specified in the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD terminates the repetitive inspections required by this paragraph.

(i) Airbus Service Bulletin A300-54-0071, Revision 04, dated April 11, 2013 (for Model A300 B2-203, B2K-3C, B4-103, B4-203, and B4-2C airplanes).

(ii) Airbus Service Bulletin A310-54-2016, Revision 06, dated January 16, 2013 (for Model A310-221, -222, -322, -324, and -325 airplanes).

(iii) Airbus Service Bulletin A300-54-6011, Revision 03, dated June 23, 2011 (for Model A300 B4-620, B4-622R, and B4-622 airplanes).

(2) For airplanes that have not been modified or repaired with a doubler as specified in the applicable service bulletin specified in paragraph (k)(2)(i), (k)(2)(ii), or (k)(2)(iii) of this AD, do the inspections required by paragraph (k)(1) of this AD.

(i) Airbus Service Bulletin A300-54-0079 (for Model A300 B2-203, B2K-3C, B4-103, B4-203, and B4-2C airplanes).

(ii) Airbus Service Bulletin A310-54-2022 (for Model A310-221, -222, -322, -324, and -325 airplanes).

(iii) Airbus Service Bulletin A300-54-6019 (for Model A300 B4-620, B4-622R, and B4-622 airplanes).

(l) New Repetitive Inspections for Post-Repair Airplanes

For airplanes that have been repaired with a doubler as specified in the applicable Airbus service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD: At the applicable time specified in paragraph 1.E.(2), "Compliance," in the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD, except as specified in paragraphs (n)(1) and (n)(4) of this AD, do an eddy current inspection or liquid penetrant inspection for cracking of the lower spar of the pylon between ribs 9 and 10, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD, except as required by paragraph (n)(2) of this AD. Do all applicable corrective actions before further flight. Repeat the inspection of the lower spar of the pylon between ribs 9 and 10 thereafter at intervals not to exceed the applicable interval specified in paragraph 1.E.(2), "Compliance," of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD. Accomplishment of an inspection required by this paragraph terminates the inspection requirements of paragraphs (g), (h), and (i) of this AD.

(m) New Repetitive Inspections for Post-Modification Airplanes

For airplanes that have been modified as specified in the applicable Airbus service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD: At the applicable time specified in paragraph 1.E.(2), "Compliance," in the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD, except as specified in paragraphs (n)(1) and (n)(4) of this AD: Do

an eddy current inspection or liquid penetrant inspection for cracking of the lower spar of the pylon between ribs 9 and 10; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD, except as required by paragraph (n)(2) of this AD. Do all applicable corrective actions before further flight. Repeat the inspection of the lower spar of the pylon between ribs 9 and 10 thereafter at intervals not to exceed the applicable interval specified in paragraph 1.E.(2), "Compliance," of the applicable service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD. Accomplishment of an inspection required by this paragraph terminates the inspection requirements of paragraphs (g), (h), and (i) of this AD.

(n) New Service Bulletin Exceptions

(1) Where the service bulletins specified in paragraphs (k)(1)(i), (k)(1)(ii), and (k)(1)(iii) of this AD specify a compliance time "from the publication date," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) If any crack is detected during any inspection required by paragraph (k), (l), or (m) of this AD, and the service bulletin specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD specifies to contact the manufacturer: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Where the service bulletins specified in paragraphs (k)(1)(i), (k)(1)(ii), and (k)(1)(iii) of this AD specify to contact the manufacturer for inspection requirements: Inspect using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(4) Where the "Threshold" column in the tables in paragraph 1.E., "Compliance," of the service bulletins specified in paragraphs (k)(1)(i), (k)(1)(ii), and (k)(1)(iii) of this AD specifies a compliance time in flight cycles/flight hours, this AD requires compliance within the corresponding time in total flight cycles/total flight hours; except that for tables for post-repair and post-modification airplanes, this AD requires compliance within the corresponding time after accomplishing the repair or modification.

(o) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (k) of this AD, if those actions were performed before the effective date of this AD using the applicable service bulletin specified in paragraphs (o)(1) through (o)(4) of this AD.

(1) Airbus Service Bulletin A300-54-071, Revision 02, dated August 25, 2000 (for Model A300 B2-203, B2K-3C, B4-103, B4-203, and B4-2C airplanes), which is not incorporated by reference in this AD.

(2) Airbus Service Bulletin A300-54-0071, Revision 03, dated October 5, 2012 (for Model A300 B2-203, B2K-3C, B4-103, B4-203, and B4-2C airplanes), which is not incorporated by reference in this AD.

(3) Airbus Service Bulletin A310-54-2016, Revision 04, dated November 16, 2007; or Airbus Service Bulletin A310-54-2016, Revision 05, dated October 5, 2012 (for Model A310-221, -222, -322, -324, and -325 airplanes); which are not incorporated by reference in this AD.

(4) Airbus Service Bulletin A300-54-6011, Revision 02, dated August 25, 2000 (for Model A300 B4-620, B4-622R, and B4-622 airplanes), which is not incorporated by reference in this AD.

(p) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(i) 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.

(ii) AMOCs approved previously for AD 2000-12-12, Amendment 39-11790 (65 FR 39072, June 23, 2000), are approved as AMOCs for the corresponding provisions of this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0216, dated September 17, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-1066-0002>.

(2) Service information identified in this AD that is not incorporated by reference in this AD is available at the addresses specified in paragraphs (r)(6) and (r)(7) of this AD.

(r) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 9, 2015.

(i) Airbus Service Bulletin A300-54-0071, Revision 04, dated April 11, 2013.

(ii) Airbus Service Bulletin A310-54-2016, Revision 06, dated January 16, 2013.

(iii) Airbus Service Bulletin A300-54-6011, Revision 03, dated June 23, 2011.

(4) The following service information was approved for IBR on July 28, 2000 (65 FR 39072, June 23, 2000).

(i) Airbus Service Bulletin A310-54-2016, Revision 02, dated June 11, 1999.

(ii) Reserved.

(5) The following service information was approved for IBR on June 12, 1995 (60 FR 25604, May 12, 1995).

(i) Airbus Service Bulletin A300-54-071, dated November 12, 1991.

(ii) Airbus Service Bulletin A300-54-071, Revision 1, dated October 15, 1993.

(iii) Airbus Service Bulletin A300-54-6011, dated November 12, 1991.

(iv) Airbus Service Bulletin Change Notice O.A., A300-54-6011, dated July 10, 1992.

(v) Airbus Service Bulletin A300-54-6011, Revision 1, dated October 15, 1993. (Pages 1 through 10 and 12 through 19 of this document are identified as Revision 1, dated October 15, 1993; page 11 is dated November 12, 1991.)

(vi) Airbus Service Bulletin A300-54-6019, dated October 15, 1993.

(6) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAW, 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>.

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

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

Issued in Renton, Washington, on November 6, 2014.

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



2014-23-17 Airbus: Amendment 39-18033. Docket No. FAA-2014-0776; Directorate Identifier 2013-NM-240-AD.

(a) Effective Date

This AD becomes effective December 17, 2014.

(b) Affected ADs

- (1) This AD replaces AD 2013-20-06, Amendment 39-17612 (78 FR 64156, October 28, 2013).
- (2) This AD affects the requirements of the ADs specified in paragraphs (j)(1) through (j)(9) of this AD.

(c) Applicability

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

(d) Subject

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

(e) Reason

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

(f) Compliance

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

(g) Maintenance/Inspection Program Revision

Within 6 months after the effective date of this AD, revise the maintenance program or inspection program, as applicable, by incorporating Airbus A340 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. The initial compliance times for the actions are within the applicable compliance time specified in the Record of Revisions page of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012, or within 6 months after the effective date of this AD, whichever is later, except as required by paragraph (h) of this AD.

(h) Exceptions to Initial Compliance Times

(1) Where Airbus A340 ALS Part 4–Ageing Systems Maintenance, Revision 03, dated November 15, 2012, defines a calendar compliance time for the modification of spoiler servo-controls having part numbers MZ4339390-01X; MZ4306000-01X; MZ4339390-02X; MZ4306000-02X; MZ4339390-10X; and MZ4306000-10X as "March 5, 2010," the calendar compliance time is April 14, 2011 (18 months after October 14, 2009 (the effective date of AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009))).

(2) Where Note 6 of "ATA 27-64, Flight Control–Spoiler Hydraulic Actuation, (Fig. 09)," of Sub-part 4-2-1, Life Limits, of Sub-part 4-2, Systems Life–Limited Components, of the Airbus A340 ALS, Part 4–Ageing Systems Maintenance, Revision 03, dated November 15, 2012, defines a calendar date of "September 5, 2008," as a date for the determination of accumulated flight cycles since the aircraft's initial entry into service, the calendar compliance time is October 14, 2009 (the effective date of AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009))).

(3) Where Note 6 of "ATA 27-64 Flight Control–Spoiler Hydraulic Actuation, (Fig. 09)," of Sub-part 4-2-1, Life Limits, of Sub-part 4-2, Systems Life–Limited Components, of the Airbus A340 ALS, Part 4–Ageing Systems Maintenance, Revision 03, dated November 15, 2012, defines a calendar compliance time of "March 5, 2010," for the modification of affected servo-controls, the calendar compliance time is April 14, 2011 (18 months after October 14, 2009 (the effective date of AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009))).

(i) Alternative Actions or Intervals

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

(j) Terminating Action for Other ADs

Accomplishing the revision of the maintenance program and complying with all applicable instructions and airworthiness limitations required by paragraph (g) of this AD terminates the requirements of the ADs specified in paragraphs (j)(1) through (j)(9) of this AD for Model A340 airplanes only.

- (1) AD 2003-14-11, Amendment 39-13230 (68 FR 41521, July 14, 2003).
- (2) AD 2004-11-08, Amendment 39-13654 (69 FR 31874, June 8, 2004).
- (3) AD 2004-13-25, Amendment 39-13707 (69 FR 41394, July 9, 2004).
- (4) AD 2004-18-14, Amendment 39-13793 (69 FR 55326, September 14, 2004).
- (5) AD 2007-05-12, Amendment 39-14973 (72 FR 10057, March 7, 2007).
- (6) AD 2008-06-07, Amendment 39-15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)).
- (7) AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009).
- (8) AD 2010-15-02, Amendment 39-16368 (75 FR 42589, July 22, 2010).
- (9) AD 2012-04-07, Amendment 39-16963 (77 FR 12989, March 5, 2012).

(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) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0269, dated November 7, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0776.

(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 this AD specifies otherwise.

(i) Airbus A340 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. The revision date of this document is not identified on the title page of this document. Also, the revision level of this document is identified on only the title page and in the Record of Revisions section of this document.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on November 13, 2014.

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



2014-24-06 The Boeing Company: Amendment 39-18039; Docket No. FAA-2014-0168; Directorate Identifier 2013-NM-208-AD.

(a) Effective Date

This AD is effective January 9, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787-8 airplanes, certificated in any category, with Goodrich Model 2787 seat assemblies installed; as identified in Boeing Service Bulletin B787-81205-SB250027-00, Issue 001, dated January 14, 2014.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

(e) Unsafe Condition

This AD was prompted by failure during testing of the anchor attachment on the occupant restraint system on the standard attendant seat due to an understrength attachment fitting. We are issuing this AD to prevent failure of the restraint attachment fitting of the attendant seat during an emergency landing, which could cause injury to the cabin crew and passengers and could impede a rapid evacuation.

(f) Compliance

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

(g) Replacement

Within 24 months after the effective date of this AD: Replace the existing restraint attachment fitting on the standard attendant seat with a new, improved attachment fitting, in accordance with the Accomplishment Instructions of Boeing Service Bulletin B787-81205-SB250027-00, Issue 001, dated January 14, 2014; and UTC Aerospace Systems Service Bulletin 2787-25-006, Revision B, dated July 10, 2013.

(h) Alternative Methods of Compliance (AMOCs)

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

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

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

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

(i) Related Information

For more information about this AD, contact Eric M. Brown, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6476; fax: 425-917-6590; email: eric.m.brown@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin B787-81205-SB250027-00, Issue 001, dated January 14, 2014.

(ii) UTC Aerospace Systems Service Bulletin 2787-25-006, Revision B, dated July 10, 2013.

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

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

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

Issued in Renton, Washington, on November 19, 2014.

Suzanne Masterson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2014-24-07 Airbus: Amendment 39-18040. Docket No. FAA-2014-0193; Directorate Identifier 2013-NM-234-AD.

(a) Effective Date

This AD becomes effective January 9, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers on which Airbus Modification 21202 has been embodied in production, except those on which Modification 152569 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a report of a crack found in the side box beam flange of the fuselage at the frame (FR) 43 level during a fatigue test campaign. We are issuing this AD to prevent cracking in the side box beam flange of the fuselage, which could affect the structural integrity of the airplane.

(f) Compliance

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

(g) Inspection

At the time specified in paragraph (g)(1) or (g)(2) of this AD, whichever occurs later: Do a rototest inspection for cracking of the beam flange of the stiffener 15 side box on the left- and right-hand sides in the FR43 area, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1258, dated October 18, 2012. Repeat the inspection thereafter at intervals not to exceed 7,500 flight cycles or 15,000 flight hours, whichever occurs first.

(1) Before exceeding 24,000 flight cycles or 48,000 flight hours, whichever occurs first since the airplane's first flight.

(2) Within 3,000 flight cycles or 6,000 flight hours, whichever occurs first after the effective date of this AD.

(h) Corrective Action

If any crack is found during any inspection required by paragraph (g) of this AD: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(i) Modification

Before exceeding 48,000 flight cycles or 96,000 flight hours, whichever occurs first since the airplane's first flight: Modify the fittings on the left- and right-hand sides of the torsion box, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1251, Revision 01, dated October 18, 2013; except where Airbus Service Bulletin A320-53-1251, Revision 01, dated October 18, 2013, specifies to contact Airbus for repair, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

(j) Terminating Action

Modification of the airplane as required by paragraph (i) of this AD constitutes terminating action for the repetitive inspections required by paragraph (g) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-53-1251, dated November 16, 2012, which is not incorporated by reference in this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0261, dated October 28, 2013, for related information. This MCAI may be found in

the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0193-0002>.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-53-1251, Revision 01, dated October 18, 2013.

(ii) Airbus Service Bulletin A320-53-1258, dated October 18, 2012.

(3) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airwortheas@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, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on November 19, 2014.

Suzanne Masterson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2014-24-08 Rolls-Royce plc: Amendment 39-18041; Docket No. FAA-2014-0433; Directorate Identifier 94-ANE-39-AD.

(a) Effective Date

This AD is effective January 6, 2015.

(b) Affected ADs

This AD supersedes AD 98-07-07, Amendment 39-10426 (63 FR 18119, April 14, 1998).

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines with low-pressure (LP) fuel filter-to-high-pressure (HP) fuel pump tube assembly, part number (P/N) UL16692, AE709623-1, 163521538, or 163521545, installed.

(d) Unsafe Condition

This AD was prompted by reports of fuel leaks that have resulted in a number of engine in-flight shutdowns. We are issuing this AD to prevent loss of fuel supply to the engine, which could lead to an in-flight shutdown of one or more engines, loss of thrust control, and damage to the airplane.

(e) Compliance

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

(1) After the effective date of this AD, remove from service all LP fuel filter-to-HP fuel pump tube assemblies, P/Ns UL16692, AE709623-1, 163521538, and 163521545, at the next part removal or during the next engine shop visit, whichever occurs first.

(2) Install LP fuel filter-to-HP fuel pump tube assemblies eligible for installation.

(f) Definition

For the purpose of this AD, an "engine shop visit" is the induction of an engine into the shop for maintenance.

(g) 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. You may email your request to: ANE-AD-AMOC@faa.gov.

(h) Related Information

(1) For more information about this AD, contact Kenneth Steeves, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7765; fax: 781-238-7199; email: kenneth.steeves@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2014-0123, dated May 15, 2014, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0433-0005>.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on November 20, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-25-01 Bombardier, Inc.: Amendment 39-18042. Docket No. FAA-2013-1029; Directorate Identifier 2013-NM-177-AD.

(a) Effective Date

This AD becomes effective January 16, 2015.

(b) Affected ADs

This AD replaces AD 2010-13-04, Amendment 39-16335 (75 FR 35622, June 23, 2010).

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4435 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report of several missing or damaged pivot pin retention bolts. We are issuing this AD to prevent failure of the pivot pin retention bolt, which could result in a loss of directional control or a nose landing gear (NLG) tire during take-off or landing.

(f) Compliance

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

(g) Retained Actions and Compliance

This paragraph restates the requirements of paragraph (f)(1) of AD 2010-13-04, Amendment 39-16335 (75 FR 35622, June 23, 2010), with no changes. For airplanes having serial numbers 4001, 4003, 4004, 4006, and 4008 through 4238 inclusive: Within 2,000 flight hours after July 28, 2010 (the effective date of AD 2010-13-04), modify the NLG trailing arm by incorporating Bombardier Modification Summary 4-113599, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-65, Revision A, dated March 2, 2009.

(h) New Requirement of This AD: Installation of a New Pivot Pin Retention Mechanism

For airplanes having serial numbers 4001 through 4435 inclusive: Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first, install a new pivot pin retention mechanism by incorporating Bombardier Modification Summary 4-113749, in accordance with

paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-32-110, Revision A, dated April 8, 2013.

(i) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before July 28, 2010 (the effective date of AD 2010-13-04, Amendment 39-16335 (75 FR 35622, June 23, 2010)), using the Accomplishment Instructions of Bombardier Service Bulletin 84-32-65, dated December 17, 2008, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-32-110, dated December 21, 2012, 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, ANE-170, New York Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, Engine and Propeller Directorate, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2009-29R1, dated August 14, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-1029-0002>.

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

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 16, 2015.

(i) Bombardier Service Bulletin 84-32-110, Revision A, dated April 8, 2013.

(ii) Reserved.

(4) The following service information was approved for IBR on July 28, 2010 (75 FR 35622, June 23, 2010).

(i) Bombardier Service Bulletin 84-32-65, Revision A, dated March 2, 2009.

(ii) Reserved.

(5) 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>.

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

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

Issued in Renton, Washington, on November 28, 2014.

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



2014-25-02 Bombardier, Inc.: Amendment 39-18043. Docket No. FAA-2014-0567; Directorate Identifier 2014-NM-124-AD.

(a) Effective Date

This AD becomes effective January 16, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, equipped with horizontal stabilizer trim actuator (HSTA) part number (P/N) 601R92305-7 (vendor P/N 8396-5).

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Reason

This AD was prompted by issuance of revised certification maintenance requirements (CMR) for the HSTA. We are issuing this AD to detect and correct premature wear and cracking of certain HSTAs, which could result in reduced structural integrity and reduced control of the airplane due to the failure of system components.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Task C27-40-103-05, "Restoration (Overhaul) of the HSTA," of Bombardier Temporary Revision (TR) 2A-58, dated January 31, 2014, into Appendix A—Certification Maintenance Requirements (CMR), of Part 2, of the Bombardier CL-600-2B19 Maintenance Requirements Manual (MRM). The initial compliance time for accomplishing Task C27-40-103-05, "Restoration (Overhaul) of the HSTA," of Bombardier Temporary Revision (TR) 2A-58, dated January 31, 2014, is at the applicable phase-in time specified in Bombardier TR 2A-58, dated January 31, 2014, or within 30 days after the effective date of this AD, whichever occurs later. The revision required by paragraph (g) of this AD may be done by inserting a copy of Bombardier TR 2A-58, dated January 31, 2014, into Appendix A—

CMR, of Part 2 of the Bombardier CL-600-2B19 MRM. When Bombardier TR 2A-58, dated January 31, 2014, has been included in the general revisions of the Bombardier CL-600-2B19 MRM, the general revisions may be inserted into the MRM, provided the relevant information in the general revision is identical to that in Bombardier TR 2A-58, dated January 31, 2014.

(h) No Alternative Actions and Intervals

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

(i) 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 Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, Engine and Propeller Directorate, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-13, dated April 17, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0567.

(k) Material Incorporated by Reference

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

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

(i) Bombardier Temporary Revision 2A-58, dated January 31, 2014, to Appendix A—Certification Maintenance Requirements, of Part 2 of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

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

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

Issued in Renton, Washington, on November 28, 2014.

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



2014-25-03 The Boeing Company: Amendment 39-18044 ; Docket No. FAA-2014-0057;
Directorate Identifier 2013-NM-210-AD.

(a) Effective Date

This AD is effective January 16, 2015.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/\\$FILE/ST01219SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/$FILE/ST01219SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports from multiple operators that have found fatigue cracking in the corners of the forward galley service doorway. We are issuing this AD to detect and correct fatigue cracking, which could result in rapid loss of cabin pressure.

(f) Compliance

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

(g) Inspections and Corrective Actions for Groups 1 Through 4 Airplanes

For Groups 1 through 4 airplanes identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013: Within the applicable compliance times specified in Tables 1 through 10 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, except as provided by paragraph (j)(1) and (j)(3) of this AD, do the applicable detailed and low frequency eddy current inspections for any cracking of the skin and bear straps in the corners of the forward galley service door, and do all applicable corrective

actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, except as required by paragraph (j)(2) of this AD. Do all applicable corrective actions before further flight. Repeat the inspections at the applicable time specified in Tables 1 through 10 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013.

(h) Inspections and Corrective Actions for Group 5 Airplanes

For Group 5 airplanes identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013: Within 120 days after the effective date of this AD, do inspections of the skin and bear straps and all applicable corrective actions using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(i) Optional Terminating Actions

(1) For Groups 1 and 2 airplanes identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013: Accomplishment of a repair before the effective date of this AD in the upper aft corner of the forward galley service doorway, in accordance with the Accomplishment Instructions of any service information specified in paragraphs (i)(1)(i) through (i)(1)(iv) of this AD, terminates the inspections required by paragraph (g) of this AD for that repaired doorway corner only.

(i) Boeing Service Bulletin 737-53-1116, dated July 21, 1988.

(ii) Boeing Service Bulletin 737-53-1116, Revision 1, dated September 7, 1989.

(iii) Boeing Service Bulletin 737-53-1116, Revision 2, dated September 30, 1993.

(iv) Boeing Service Bulletin 737-53-1116, Revision 3, dated July 27, 1995.

(2) For Group 2 airplanes identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, on which no repair or modification was done using any of the service information identified in paragraphs (i)(2)(i) through (i)(2)(iv) of this AD; and for Group 3 airplanes identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013: Repairing or modifying the upper aft corner of the forward galley service doorway, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, terminates the inspections required by paragraph (g) of this AD for that repaired or modified doorway corner only.

(i) Boeing Service Bulletin 737-53-1116, dated July 21, 1988.

(ii) Boeing Service Bulletin 737-53-1116, Revision 1, dated September 7, 1989.

(iii) Boeing Service Bulletin 737-53-1116, Revision 2, dated September 30, 1993.

(iv) Boeing Service Bulletin 737-53-1116, Revision 3, dated July 27, 1995.

(3) For Groups 2 and 3 airplanes identified in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013: Repairing or modifying the lower forward or lower aft corner of the forward galley service doorway, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, terminates the inspections required by paragraph (g) of this AD for that repaired or modified doorway corner only.

(j) Exceptions to the Service Information

(1) Where Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, specifies a compliance time "after the Revision 4 date of this service bulletin," this AD requires compliance within the specified compliance time "after the effective date of this AD."

(2) Where Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, specifies to contact Boeing for repair instructions: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(3) Note 14 of paragraph 3.A., "General Information" in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, states that inspections as given in that service bulletin are not required for the upper forward corner if there is a Boeing-provided repair which has been approved as an alternative method of compliance (AMOC) to AD 2008-11-04, Amendment 39-15526 (73 FR 29421, May 21, 2008). This AD also does not require inspections for the upper forward corner given in Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, if there is a Boeing-provided repair approved as an AMOC to the corresponding requirements of AD 2014-05-21, Amendment 39-17794 (79 FR 14992, March 18, 2014), for the repaired area only, provided the approval was made before the effective date of this AD and the repair doubler covers the doorway upper forward corner and the upper hinge cutout.

(k) Credit for Previous Actions

This paragraph provides credit for the inspections of the upper corners of the forward galley service doors specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using any of the service information identified in paragraphs (k)(1) through (k)(4) of this AD (which are not incorporated by reference in this AD), provided that any preventative modification installed using this service information is inspected in accordance with paragraph (g) of this AD.

- (1) Boeing Service Bulletin 737-53-1116, dated July 21, 1988.
- (2) Boeing Service Bulletin 737-53-1116, Revision 1, dated September 7, 1989.
- (3) Boeing Service Bulletin 737-53-1116, Revision 2, dated September 30, 1993.
- (4) Boeing Service Bulletin 737-53-1116, Revision 3, dated July 27, 1995.

(l) Post-Repair Inspections

The post-repair inspections specified in Table 11 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, are not required by this AD.

Note 1 to paragraph (l) of this AD: The post-repair inspections specified in Table 11 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013, may be used in support of compliance with section 121.1109(c)(2) or 129.109(b)(2) of the Federal Aviation Regulations (14 CFR 121.1109(c)(2) or 14 CFR 129.109(b)(2)).

(m) Alternative Methods of Compliance (AMOCs)

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

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

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

(n) Related Information

For more information about this AD, contact Nenita Odesa, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5234; fax: 562-627-5210; email: nenita.odesa@faa.gov.

(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.

(i) Boeing Service Bulletin 737-53-1116, dated July 21, 1988.

(ii) Boeing Service Bulletin 737-53-1116, Revision 1, dated September 7, 1989. Pages 20, 21, and 22 are dated July 21, 1988.

(iii) Boeing Service Bulletin 737-53-1116, Revision 2, dated September 30, 1993.

(iv) Boeing Service Bulletin 737-53-1116, Revision 3, dated July 27, 1995.

(v) Boeing Alert Service Bulletin 737-53A1116, Revision 4, dated September 30, 2013.

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

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

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

Issued in Renton, Washington, on November 28, 2014.

John P. Piccola, Jr.,

Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2014-25-04 Pilatus Aircraft Limited: Amendment 39-18045; Docket No. FAA-2014-0717; Directorate Identifier 2014-CE-026-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 16, 2015.

(b) Affected ADs

This AD supersedes AD 2013-11-08, Amendment 39-17468 (78 FR 37701; June 24, 2013).

(c) Applicability

This AD applies to Pilatus Aircraft Limited Models PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes, all manufacturer serial numbers (MSN), including MSN 2001 through 2092 (see Note 1 of paragraph c), certificated in any category.

Note 1 of paragraph (c): For MSN 2001-2092, these airplanes are also identified as Fairchild Republic Company PC-6 airplanes, Fairchild Industries PC-6 airplanes, Fairchild Heli Porter PC-6 airplanes, or Fairchild-Hiller Corporation PC-6 airplanes.

(d) Subject

Air Transport Association of America (ATA) Code 5: Time Limits.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a need to incorporate new revisions into the aircraft maintenance manual (AMM) or in the Limitations document of the FAA-approved maintenance program. The limitations were revised to incorporate new life limits for the fire extinguisher. These actions are required to ensure the continued operational safety of the affected airplanes.

(f) Actions and Compliance

(1) Actions retained from AD 2013-11-08, Amendment 39-17468 (78 FR 37701; June 24, 2013) for all airplanes in the Applicability section of this AD: If the flap actuator has accumulated 3,500 hours time-in-service (TIS) or more since new or last overhauled or 7 years or more since new or last overhauled, whichever occurs first, replacement of the flap actuator (except part numbers 978.73.14.101 and 978.73.14.103) is required within 350 hours TIS after July 29, 2013, (the effective date retained from AD 2013-11-08) or 6 months after July 29, 2013, (the effective date retained from AD 2013-11-08), whichever occurs first. Flap actuators with less than 3,500 hours TIS or 7 years

since new or last overhauled are covered by the airworthiness limitations document (ALS) requirement.

(2) Actions new to this AD for all affected Models PC-6/B2-H2 and PC-6/B2-H4 airplanes: Before further flight after January 16, 2015 (the effective date of this AD) incorporate the maintenance requirements as specified in Section 04-00-00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations, of the Pilatus PC-6 Maintenance Manual, document number 01975, Revision 19, dated May 31, 2014, into your FAA-accepted maintenance program (maintenance manual).

(3) Actions new to this AD for all airplanes in the Applicability section of this AD except for the Models PC-6/B2-H2 and PC-6/B2-H4 airplanes: Before further flight after January 16, 2015 (the effective date of this AD) incorporate the maintenance requirements as specified in Pilatus ALS, document number 02334, Revision 4, dated May 31, 2014, into your FAA-accepted maintenance program (maintenance manual).

(4) Actions new to this AD for all airplanes in the Applicability section of this AD:

(i) For airplanes with Halon Fire Extinguishers that have not yet reached the 10 year life limit after January 16, 2015 (the effective date of this AD), when the Halon Fire Extinguisher reaches its life limit of 10 years, before further flight, replace with an airworthy Halon Fire Extinguisher following Section 04-00-00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations, of the Pilatus PC-6 Maintenance Manual, document number 01975, Revision 19, dated May 31, 2014; or Pilatus ALS document number 02334, Revision 4, dated May 31, 2014; as applicable.

(ii) For airplanes with Halon Fire Extinguishers that have reached the 10 year life limit on or before January 16, 2015 (the effective date of this AD), within the next 6 months after January 16, 2015 (the effective date of this AD), replace with an airworthy Halon Fire Extinguisher following Section 04-00-00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations, of the Pilatus PC-6 Maintenance Manual, document number 01975, Revision 19, dated May 31, 2014; or Pilatus ALS document number 02334, Revision 4, dated May 31, 2014; as applicable.

(iii) Repetitively, after replacing the airplanes Halon Fire Extinguisher as required in paragraphs (f)(4)(i) or (f)(4)(ii), within 10 years after each last replacement, replace with an airworthy Halon Fire Extinguisher.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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.

(h) Related Information

Refer to European Aviation Safety Agency (EASA) AD No.: 2014-0181, dated July 31, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!docketDetail;D=FAA-2014-0717>.

(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) Pilatus Airworthiness Limitations document number 02334, Revision 4, dated May 31, 2014. The revision level of this document is indicated only in the Record of Revisions.

(ii) Section 04-00-00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations, of the Pilatus PC-6 Maintenance Manual, document number 01975, Revision 19, dated May 31, 2014.

(3) For Pilatus Aircraft Limited service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Liaison Manager, CH-6371 STANS, Switzerland; telephone: +41 (0) 41 619 65 80; fax: +41 (0) 41 619 65 76; Internet: <http://www.pilatus-aircraft.com>; email: fodermatt@pilatus-aircraft.com.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on December 2, 2014.

Robert Busto,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-25-05 The Boeing Company: Amendment 39-18047 ; Docket No. FAA-2014-0053;
Directorate Identifier 2013-NM-174-AD.

(a) Effective Date

This AD is effective January 16, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, certificated in any category, as identified in Boeing Service Bulletin 777-52A0050, Revision 1, dated August 7, 2014.

(d) Subject

Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition

This AD was prompted by reports of corroded, migrated, or broken spring pins of the girt bar floor fitting; in one case the broken pins prevented a door escape slide from deploying during a maintenance test. We are issuing this AD to prevent broken or migrated spring pins of the girt bar floor fittings, which could result in improper deployment of the escape slide/raft and consequent delay and injury during evacuation of passengers and crew from the cabin in the event of an emergency.

(f) Compliance

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

(g) Spring Pin Replacement

Within 37 months after the effective date of this AD: Replace the spring pin at both girt bar floor fittings at each passenger entry door with a new spring pin, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-52A0050, Revision 1, dated August 7, 2014.

(h) Credit for Previous Actions

This paragraph provides credit for the action specified in paragraph (g) of this AD, if that action was performed before the effective date of this AD using Boeing Alert Service Bulletin 777-52A0050, dated June 18, 2013, which is not incorporated by reference in this AD.

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install a spring pin having part number MS39086-261 or MS16562-252 at a girt bar floor fitting at a passenger entry door on any airplane.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

(k) Related Information

(1) For more information about this AD, contact Ana Martinez Hueto, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6592; fax: 425-917-6591; email: ana.m.hueto@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses in paragraphs (l)(3) and (l)(4) of this AD.

(l) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin 777-52A0050, Revision 1, dated August 7, 2014.

(ii) Reserved.

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

(4) You may view this service information at 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, WA, on November 28, 2014.

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



FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: December 10, 2014

AD #: 2014-25-51

Emergency Airworthiness Directive (AD) 2014-25-51 is sent to owners and operators of Airbus Model A318, A319, A320, and A321 series airplanes.

Background

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued Emergency Airworthiness Directive 2014-0266-E, dated December 9, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition on all Model A318, A319, A320, and A321 series airplanes. The MCAI states:

An occurrence was reported where an Airbus A321 aeroplane encountered a blockage of two Angle of Attack (AoA) probes during climb, leading to activation of the Alpha Protection (Alpha Prot) while the Mach number increased. The flightcrew managed to regain full control and the flight landed uneventfully.

When Alpha Prot is activated due to blocked AoA probes, the flight control laws order a continuous nose down pitch rate that, in a worst case scenario, cannot be stopped with backward sidestick inputs, even in the full backward position. If the Mach number increases during a nose down order, the AoA value of the Alpha Prot will continue to decrease. As a result, the flight control laws will continue to order a nose down pitch rate, even if the speed is above minimum selectable speed, known as VLS. This condition, if not corrected, could result in loss of control of the aeroplane.

To address this unsafe condition, Airbus *** [has] developed a specific Aircraft Flight Manual (AFM) procedure, which has been published in AFM Temporary Revision (TR) No. 502.

For the reasons described above, this AD requires amendment of the applicable AFM [to advise the flightcrew of emergency procedures for abnormal Alpha Prot].

This is considered to be an interim action and further [EASA] AD action may follow.

FAA’s Determination and AD Requirements

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with

promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2014-25-51 Airbus: Directorate Identifier 2014-NM-228-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

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

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

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of Angle of Attack (AoA) probes jamming on an in-service Airbus Model A321 airplane. Jamming of the two AoA probes during climb is attributed to water freezing under the AoA vane slinger, and led to activation of the Alpha Protection (Alpha Prot) while the Mach number increased, which resulted in an airplane pitch down per design. We are issuing this AD to ensure the flightcrew has procedures to counteract the pitch down order due to abnormal activation of the Alpha Prot. An abnormal Alpha Prot, if not corrected, could result in loss of control of the airplane.

(f) Compliance

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

(g) Revision of Airplane Flight Manual (AFM)

Within 2 days after receipt of this AD, revise the AFM to incorporate procedures to address undue activation of Alpha Prot by inserting the text specified in figure 1 to paragraph (g) of this AD into the Emergency Procedures section of the applicable AFM, to advise the flightcrew of emergency procedures for abnormal Alpha Prot. This may be accomplished by inserting a copy of this AD into

the AFM. When a statement identical to the text specified in figure 1 to paragraph (g) of this AD is included in the general revisions of the AFM, the general revisions may be inserted in the AFM, and the text specified in figure 1 to paragraph (g) of this AD may be removed.

Figure 1 to paragraph (g) of this AD - AFM Procedure

- **At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately:**
Keep on one ADR.

Turn off two ADRs.

- **If the Alpha Max strip (red) hides completely the Alpha Prot strip (black and amber) in a stabilized wings-level flight path (without an increase in load factor):**

Keep on one ADR.

Turn off two ADRs.

In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK)

Consider using the Flight Path Vector (FPV).

- **If the Alpha Prot strip (black and amber) rapidly moves by more than 30 kt during flight maneuvers (with an increase in load factor), with AP ON and speed brakes retracted:**

Keep on one ADR.

Turn off two ADRs.

In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK)

Consider using the Flight Path Vector (FPV).

(h) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(i) Other FAA Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. 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) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA

Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

(1) For further information about this AD, contact: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149.

(2) For service information referenced in this AD, contact Airbus, Airworthiness Office – EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA.

Issued in Renton, Washington, on December 10, 2014.

Original signed by:
Jeffrey E. Duven,
Manager,
Transport Airplane Directorate,
Aircraft Certification Service.



FAA
Aviation Safety

EMERGENCY
AIRWORTHINESS DIRECTIVE
www.faa.gov/aircraft/safety/alerts/

DATE: December 10, 2014
AD #: 2014-25-52

Emergency Airworthiness Directive (AD) 2014-25-52 is sent to owners and operators of Airbus Model A330-200 Freighter, -200, and -300 series airplanes and Model A340-200, -300, -500, and -600 series airplanes.

Background

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued Emergency Airworthiness Directive 2014-0267-E, dated December 9, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition on all Airbus Model A330-200 Freighter, -200, and -300 series airplanes and Model A340-200, -300, -500, and -600 series airplanes. The MCAI states: An occurrence was reported where an Airbus A321 aeroplane encountered a blockage of two Angle of Attack (AoA) probes during climb, leading to activation of the Alpha Protection (Alpha Prot) while the Mach number increased. The flightcrew managed to regain full control and the flight landed uneventfully.

When Alpha Prot is activated due to blocked AoA probes, the flight control laws order a continuous nose down pitch rate that, in a worst case scenario, cannot be stopped with backward sidestick inputs, even in the full backward position. If the Mach number increases during a nose down order, the AoA value of the Alpha Prot will continue to decrease. As a result, the flight control laws will continue to order a nose down pitch rate, even if the speed is above minimum selectable speed, known as VLS. This condition, if not corrected, could result in loss of control of the aeroplane.

As the same systems are installed on A330 and A340 airplanes, to address this unsafe condition, Airbus *** [has] developed a specific Aircraft Flight Manual (AFM) procedure, which has been published in AFM Temporary Revision (TR) No. 528 for A330 aeroplanes and AFM TR No. 529 for A340 aeroplanes, as applicable to aeroplane type and model.

For the reasons described above, this AD requires amendment of the applicable AFM [to advise the flightcrew of emergency procedures for abnormal Alpha Prot].

This is considered to be an interim action and further [EASA] AD action may follow.

FAA’s Determination and AD Requirements

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2014-25-52 Airbus: Directorate Identifier 2014-NM-229-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(6) of this AD.

- (1) All Model A330-223F and -243F airplanes.
- (2) All Model A330-201, -202, -203, -223, and -243 airplanes.
- (3) All Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
- (4) All Model A340-211, -212, and -213 airplanes.
- (5) All Model A340-311, -312, and -313 airplanes.
- (6) All Model A340-541 and A340-642 airplanes.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of Angle of Attack (AoA) probes jamming on an in-service Airbus Model A321 airplane. Jamming of the two AoA probes during climb is attributed to water freezing under the AoA vane slinger, and led to activation of the Alpha Protection (Alpha Prot) while the Mach number increased, which resulted in an airplane pitch down per design. We are issuing this AD to ensure the flightcrew has procedures to counteract the pitch down order due to abnormal activation of the Alpha Prot. An abnormal Alpha Prot, if not corrected, could result in loss of control of the airplane.

(f) Compliance

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

(g) Revision of Airplane Flight Manual (AFM)

Within 2 days after receipt of this AD, revise the AFM to incorporate procedures to address undue activation of Alpha Prot by inserting the text specified in figure 1 to paragraph (g) of this AD into the Emergency Procedures section of the applicable AFM, to advise the flightcrew of emergency procedures for abnormal Alpha Prot. This may be accomplished by inserting a copy of this AD into the AFM. When a statement identical to the text specified in figure 1 to paragraph (g) of this AD is included in the general revisions of the AFM, the general revisions may be inserted in the AFM, and the text specified in figure 1 to paragraph (g) of this AD may be removed.

Figure 1 to paragraph (g) of this AD – AFM Procedure

- If the Alpha Prot strip (black and amber) completely and permanently hides the VLS strip (amber) in a stabilized wings-level flight path (without an increase in the load factor):

Keep on one ADR.

Turn off two ADRs.

In case of dispatch with one ADR inoperative, switch only one ADR to OFF.

CAUTION RISK OF ERRONEOUS DISPLAY OF THE VSW STRIP (RED AND BLACK) AND RISK OF UNDUE STALL WARNING

Do not increase speed.

Consider using the Flight Path Vector (FPV).

Recover affected DU by using associated DMC switching.

When at or above safety altitude, level off.

- At any time, with a speed above VLS, if the aircraft goes to a continuous nose down pitch rate that cannot be stopped with backward sidestick inputs, immediately:

Keep on one ADR.

Turn off two ADRs.

(h) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(i) Other FAA Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, 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. 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) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

(1) For further information about this AD, contact: 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.

(2) For service information referenced 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>. You may view this referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA.

Issued in Renton, Washington, on December 10, 2014.

Original signed by:
Jeffrey E. Duven,
Manager,
Transport Airplane Directorate,
Aircraft Certification Service.