

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2014-10**

5/5/2014 - 5/18/2014



Federal Aviation Administration
Engineering Procedures Office, AIR-110
P.O. Box 25082
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
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		CFM International S.A.	CFM56-3 series and CFM56-7B series turbofan engines
2013-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-26-03	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		The Boeing Company	747-400, -400D, and -400F series
2013-26-06	S 2010-19-01	Rolls-Royce Corporation	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		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-26-10		Rolls-Royce plc	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	The Boeing Company	767-200, -300, -300F, and -400ER series
	S 2001-04-09		
2014-01-04		Bae Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2014-01-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-02-01	S 2011-03-13	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)
Biweekly 2014-04			
2014-03-07	S 2009-26-16	The Boeing Company	MD-11 and MD-11F
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
2014-03-09		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		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B airplanes
2014-03-04		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2014-03-05		Bombardier, Inc.	BD-700-1A10 airplanes
2014-03-06		Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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2014-03-12	S 2002-23-19	Dassault Aviation	FALCON 2000 airplanes
2014-03-13		Fokker Services B.V.	F.28 Mark 0070 and 0100 airplanes
2014-03-15	S 2008-14-16	328 Support Services GmbH	328-100, 328-300 airplanes
2014-03-19		Boeing	737-600, -700, -800, -900, and -900ER series airplanes
2014-03-21		Boeing	727-200 and 727-200F series airplanes
2014-04-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-04-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2014-05-02	S 2002-10-11	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-05-03		Boeing	777-200, -200LR, -300, -300ER, and -777F series airplanes
2014-05-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series airplanes
Biweekly 2014-06			
2014-05-09	S 2012-12-08	Boeing	777-200 and -300 series airplanes
2014-05-12	S 2010-15-08	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-05-13	S 2004-12-07	Boeing	757-200, -200PF, and -200CB series airplanes
2014-05-16		Boeing	747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes; 767-200, -300, -300F, and -400ER series airplanes
2014-05-18		Bombardier	DHC-8-400, -401, and -402 airplanes
2014-05-19		Boeing	747-200B, 747-200F, 747-300, and 747SP series airplanes; 747-400 and 747-400F series airplanes; 767-300 series airplanes
2014-05-20		Boeing	757-200, -200PF, -200CB, and -300 series airplanes
2014-05-21	S 2008-11-04	Boeing	737-100, -200, -200C, -300, -400, and -500 series airplanes
2014-05-22		Boeing	717-200 airplanes
2014-05-23		Bombardier	BD-100-1A10 (Challenger 300) airplanes
2014-05-24	S 84-19-01	Boeing	747-100, 747-200B, and 747-200F series airplanes
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 airplanes
2014-06-02		Boeing	747-400 series airplanes
Biweekly 2014-07			
2013-26-14	S 2008-08-04	Airbus	A318, A319, A320, A321 airplanes
2014-04-09		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
2014-04-10		Airbus	A330, A340 airplanes
2014-05-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
2014-05-17		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2014-05-27		Rockwell Collins	Mode S transponders
2014-05-28		Bombardier	DHC-8-400, -401, and -402 airplanes
2014-05-31	S 2008-08-25	Boeing	747-400F, 747-400 series airplanes
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 airplanes
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 airplanes
2014-06-09	S 2009-18-18	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500 airplanes; ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes
2014-06-10	S 2014-06-10	Airbus	A330, A340 airplanes
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
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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



2014-09-08 The Boeing Company: Amendment 39-17843; Docket No. FAA-2013-0686; Directorate Identifier 2013-NM-006-AD.

(a) Effective Date

This AD is effective June 13, 2014.

(b) Affected ADs

This AD supersedes AD 2007-16-19, Amendment 39-15158 (72 FR 45151, August 13, 2007).

(c) Applicability

This AD applies to The Boeing Company Model 747-200B, 747-300, and 747-400 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the tension ties are subject to widespread fatigue damage (WFD). We are issuing this AD to prevent fatigue cracking of the tension ties, which could result in reduced structural integrity of the airplane and rapid depressurization of the airplane.

(f) Compliance

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

(g) Repetitive Inspections

At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, except as specified in paragraph (j)(2) of this AD: Do detailed and surface high-frequency eddy current inspections for cracks in the tension ties at body station (BS) 880 to 1100, 1120, 1160, 1200, and 1220, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, except as required by paragraph (j)(3) of this AD. Do all applicable corrective actions before further flight. Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, until the tension ties have been modified as required by paragraph (h) of this AD or as specified in paragraph (i) of this AD. Repair or modification of a tension tie at any location in accordance with Part 3 of the Accomplishment Instructions of Boeing

Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, terminates the repetitive inspection requirements of this AD for that tension tie location only.

(h) Tension Tie Modification: BS 880 to 1100

At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, except as specified in paragraph (j)(2) of this AD: Modify the tension ties from BS 880 to 1100, and do all applicable related investigative and corrective actions, in accordance with Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, except as required by paragraph (j)(3) of this AD. Do all applicable related investigative and corrective actions before further flight. Modification as required by this paragraph terminates the repetitive inspection requirements of paragraph (g) of this AD for the affected tension tie location(s) only.

(i) Optional Terminating Action: BS 1120 to 1220

Modification of a tension tie at BS 1120 to 1220 in accordance with Boeing Service Bulletin 747-53A2559, Revision 1, dated August 4, 2011, except as required by paragraph (j)(4) of this AD, terminates the requirements of paragraph (g) of this AD for that tension tie location only. Paragraph (p) of AD 2012-15-13, Amendment 39-17142 (77 FR 47267, August 8, 2012), mandates the accomplishment of the modification and associated actions specified in Boeing Service Bulletin 747-53A2559, Revision 1, dated August 4, 2011.

(j) Service Information Clarification and Exceptions

(1) Paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, specifies certain compliance times "after August 28, 2007." August 28, 2007, is the effective date of AD 2007-16-19, Amendment 39-15158 (72 FR 45151, August 13, 2007).

(2) Where Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, specifies a compliance time "after the Revision 1 date of this service bulletin," this AD requires compliance within the specified time after the effective date of this AD.

(3) Where Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012, specifies to contact Boeing for certain repair instructions: Repair before further flight using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(4) Where Boeing Service Bulletin 747-53A2559, Revision 1, dated August 4, 2011, specifies to contact Boeing for repair instructions or additional modification requirements, repair of the cracking or additional actions must be done using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for the detailed inspections, repairs, and modification specified in paragraphs (g) and (h) of this AD, for that affected tension tie location only, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 747-53A2610, dated May 10, 2007 (which is not incorporated by reference in this AD).

(l) Alternative Methods of Compliance (AMOCs)

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

appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (m)(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 in accordance with AD 2007-16-19, Amendment 39-15158 (72 FR 45151, August 13, 2007), are approved as AMOCs for the corresponding provisions of this AD.

(m) Related Information

(1) For more information about this AD, contact Bill Ashforth, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6432; fax: 425-917-6590; email: bill.ashforth@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference may be viewed at the addresses specified in paragraphs (n)(4) and (n)(5) 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 the AD specifies otherwise.

(3) The following service information was approved for IBR on June 13, 2014.

(i) Boeing Alert Service Bulletin 747-53A2610, Revision 1, dated December 4, 2012.

(ii) Reserved.

(4) The following service information was approved for IBR on September 12, 2012 (77 FR 47267, August 8, 2012).

(i) Boeing Service Bulletin 747-53A2559, Revision 1, dated August 4, 2011.

(ii) Reserved.

(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, 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 April 22, 2014.

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



2014-09-10 The Boeing Company: Amendment 39-17845; Docket No. FAA-2013-0869; Directorate Identifier 2013-NM-063-AD.

(a) Effective Date

This AD is effective June 18, 2014.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013.

(2) Installation of Aviation Partners Boeing (APB) Supplemental Type Certificate (STC) ST01920SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027f43b9a7486e86257b1d006591ee/\\$FILE/ST01920SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027f43b9a7486e86257b1d006591ee/$FILE/ST01920SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which APB STC ST01920SE 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 27, Flight controls.

(e) Unsafe Condition

This AD was prompted by reports of bearing damage at certain trailing edge (TE) flap support rib assemblies. We are issuing this AD to detect and correct damage to the TE flap support bearings, which could result in damage to the TE rotary actuators and consequent dual flap drive system disconnect in both TE flap rotary actuators, and a possible flap aerodynamic blowback with loss of controllability of the airplane.

(f) Compliance

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

(g) Inspection of Bearings To Determine Roller Retention Feature, and Corrective Actions

Except as provided by paragraph (i) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013: Do a general visual inspection of both bearings at the TE flap support rib assembly in flap positions 1, 2, 7,

and 8 to determine if the bearings have a roller retention feature; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013. Do all applicable corrective actions before further flight. A review of airplane maintenance records is acceptable in lieu of this inspection if the roller retention feature of each affected bearing can be conclusively determined from that review.

(h) Inspection of Bearings for Damage, Related Investigative Actions, and Corrective Actions

For each pair of bearings removed as required by paragraph (g) of this AD: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013, do a general visual inspection for damage of the bearings, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013. Do all applicable related investigative and corrective actions before further flight.

(i) Exception to Compliance Time

Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time "after the effective date of this AD."

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 767-27A0222, dated June 24, 2010, which is not incorporated by reference in this AD.

(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.

(l) Related Information

(1) For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6577; fax: 425-917-6590; email: Berhane.Alazar@faa.gov.

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

(m) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 767-27A0227, dated February 12, 2013.

(ii) Reserved.

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

(4) You may view this service information at 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>.

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