

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT  
BIWEEKLY 2014-18**

*8/25/2014 - 9/7/2014*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
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# LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
<b>Biweekly 2014-01</b>			
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
<b>Biweekly 2014-02</b>			
There were no AD's published in this Large Bi-weekly period			
<b>Biweekly 2014-03</b>			
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)
<b>Biweekly 2014-04</b>			
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)
<b>Biweekly 2014-05</b>			
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

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AD No.	Information	Manufacturer	Applicability
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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
<b>Biweekly 2014-06</b>			
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
<b>Biweekly 2014-07</b>			
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

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<b>Biweekly 2014-08</b>			
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
<b>Biweekly 2014-09</b>			
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
<b>Biweekly 2014-10</b>			
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
<b>Biweekly 2014-11</b>			
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
<b>Biweekly 2014-12</b>			
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
<b>Biweekly 2014-13</b>			
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

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### 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
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2014-15-10

Dassault Aviation

FALCON 7X

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AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-15-11		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), CL-600-2E25 (Regional Jet Series 1000)
2014-15-12		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2014-15-14		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
2014-15-15		Beechcraft Corporation	MU-300, 400, 400A, 400T (T-1A), and 400T (TX)
2014-15-16		Airbus	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)
<b>Biweekly 2014-17</b>			
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		Bombardier, Inc.	DHC-8-400, -401, and -402
2014-15-21	S 2006-26-06	The Boeing Company	777-200 and -300 series
2014-16-02		Bombardier, Inc.	CL-600-1A11 (CL-600)
2014-16-04	R 2008-14-17	Airbus	A330-201, -202, -203, -223, -243, A340-311, -312, and -313
2014-16-06		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant)
2014-16-07	R 2011-15-09	Bombardier, Inc.	DHC-8-400, -401, and -402
2014-16-08		Bombardier, Inc.	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	S 2013-12-01	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2014-16-11		The Boeing Company	777-200 series
2014-16-14		The Boeing Company	737-600, -700, -700C, -800, and -900 series
2014-16-16		Embraer S.A.	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
<b>Biweekly 2014-18</b>			
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		Dassault Aviation	FALCON 2000EX
2014-16-13		Airbus	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		Dassault Aviation	FALCON 7X
2014-16-23	R 2011-16-01	Dassault Aviation	FALCON 7X
2014-16-25	R 2007-06-12	Airbus	A330-201, -202, -203, -223, -243, A330-301, -321, -322, -323, -341, -342, and -343
2014-16-26		Dassault Aviation	FALCON 900EX
2014-16-27		Dassault Aviation	FALCON 900EX
2014-16-28		Empresa Brasileira de Aeronautica S.A.	EMB-135BJ
2014-17-02	R 2013-18-09	Honeywell ASCa Inc	See AD
2014-17-04		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)

## LARGE AIRCRAFT

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



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**2014-16-05 Embraer S.A.:** Amendment 39-17929; Docket No. FAA-2014-0172; Directorate Identifier 2013-NM-222-AD.

**(a) Effective Date**

This AD is effective October 2, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Embraer S.A. Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; certificated in any category; as identified in EMBRAER Service Bulletin 170-36-0019, dated August 23, 2011.

**(d) Subject**

Air Transport Association (ATA) of America Code 36, Pneumatic.

**(e) Reason**

This AD was prompted by reports of "BLEED 1(2) LEAK" messages displayed on the engine indication and crew alert system (EICAS), and indirect damage to components of the electrical wiring interconnection system (EWIS) in the engine pylon area. We are issuing this AD to prevent indirect damage to EWIS components near the engine bleed air pre-coolers, which could result in a dual engine roll back to idle and consequent dual engine power loss and reduced controllability of the airplane.

**(f) Compliance**

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

**(g) Required Actions and Compliance Time**

Within 8,000 flight cycles or 12,000 flight hours after the effective date of this AD, whichever occurs later, do the actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) Do a general visual inspection of the EWIS components adjacent to the left- and right-hand pre-coolers (zones 419 and 429 respectively) for damage, in accordance with the instructions specified in Subject 20-62-00, "Requirements for EWIS Components Inspections and Checks—Maintenance Practices," of Chapter 20, "Standard Practices-Airframe," of EMBRAER 170/175/190/195 Standard Wiring Practices Manual SWPM-1590, Revision 25, dated June 3, 2013. Repair all damage before further flight, in accordance with the instructions specified in Subject 20-62-00, "Requirements for EWIS Components Inspections and Checks—Maintenance Practices," of

Chapter 20, "Standard Practices-Airframe," of EMBRAER 170/175/190/195 Standard Wiring Practices Manual SWPM-1590, Revision 25, dated June 3, 2013.

(2) Install a new deflector on the left- and right-hand pre-cooler exhaust flange, in accordance with Part I or Part III, as applicable, of the Accomplishment Instructions of EMBRAER Service Bulletin 170-36-0019, dated August 23, 2011.

(3) Apply high temp silicone sealant to the left- and right-hand pre-cooler, in accordance with Part II or IV, as applicable, of the Accomplishment Instructions of EMBRAER Service Bulletin 170-36-0019, dated August 23, 2011.

#### **(h) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (h)(1) or (h)(2) of this AD.

(1) Subject 20-62-00, "Requirements for EWIS Components Inspections and Checks–Maintenance Practices," of Chapter 20, "Standard Practices-Airframe," of EMBRAER 170/175/190/195 Standard Wiring Practices Manual SWPM-1590, Revision 23, dated October 8, 2012, which is not incorporated by reference in this AD.

(2) Subject 20-62-00, "Requirements for EWIS Components Inspections and Checks–Maintenance Practices," of Chapter 20, "Standard Practices-Airframe," of EMBRAER 170/175/190/195 Standard Wiring Practices Manual SWPM-1590, Revision 24, dated February 18, 2013, which is not incorporated by reference in this AD.

#### **(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, 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: Kathrine Rask, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2180; fax 425-227-1320. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they were approved by the State of Design Authority (or its delegated agent, or the DAH with a State of Design Authority's design organization approval, as applicable). You are required to ensure the product is airworthy before it is returned to service.

#### **(j) Related Information**

(1) For more information about this AD, contact Kathrine Rask, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2180; fax 425-227-1320.

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

**(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) EMBRAER Service Bulletin 170-36-0019, dated August 23, 2011.

(ii) Subject 20-62-00, "Requirements for EWIS Components Inspections and Checks–Maintenance Practices" of Chapter 20, "Standard Practices-Airframe," of EMBRAER 170/175/190/195 Standard Wiring Practices Manual SWPM-1590, Revision 25, dated June 3, 2013. (Page 1 of Subject 20-62-00 is dated February 18, 2013; page 2 is dated June 2, 2011; and page 3/4 is dated October 6, 2011. The page date shown on the List of Effective Pages for page 4 of Subject 20-62-00 is March 12, 2009; the correct date for page 4 (page "3/4") of this subject is October 6, 2011.)

(3) For service information identified in this AD, contact Embraer S.A., Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–12227-901 São Jose dos Campos–SP–BRASIL; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; email [distrib@embraer.com.br](mailto:distrib@embraer.com.br); Internet <http://www.flyembraer.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 July 14, 2014.

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



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**2014-16-12 Dassault Aviation:** Amendment 39-17936. Docket No. FAA-2013-0794; Directorate Identifier 2012-NM-157-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective October 8, 2014.

**(b) Affected ADs**

Certain requirements of this AD terminate the requirements of AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010), for the airplanes identified in paragraph (c) of this AD.

**(c) Applicability**

This AD applies to Dassault Aviation Model FALCON 2000EX airplanes, certificated in any category, all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a revision to the airplane airworthiness limitations to introduce the corrosion prevention control program, among other changes, to the maintenance requirements and airworthiness limitations. We are issuing this AD to prevent reduced structural integrity of the airplane.

**(f) Compliance**

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

**(g) Revision of Maintenance or Inspection Program**

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 9, dated February 2013, of the Dassault Falcon 2000EX Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 9, dated February 2013, of the Dassault Falcon 2000EX Maintenance Manual, is within the times specified in that maintenance manual, or 30 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

(1) The term "landings" in the "First Inspection" column of any table in the service information means total airplane landings.

(2) The term "flight hours" in the "First Inspection" column of any table in the service information means total flight hours.

(3) The term "flight cycles" in the "First Inspection" column of any table in the service information means total flight cycles.

(4) For task number 52-20-00-610-801-01 52-205 the initial compliance time is within 24 months after the effective date of this AD.

#### **(h) Terminating Action for the Affected AD**

Accomplishing the actions specified in paragraph (g) of this AD terminates the requirements of paragraph (g) of AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010), for Dassault Aviation Model FALCON 2000EX airplanes.

#### **(i) No Alternative Actions and Intervals**

After accomplishment of 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) of this AD.

#### **(j) Credit for Previous Actions**

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 8, dated July 2012, of the Dassault Falcon 2000EX Maintenance Manual.

#### **(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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) 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 the European Aviation Safety Agency (EASA); or Dassault Aviation'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 2012-0157, dated August 23, 2012, for related information. This

MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0794-0002>.

**(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) Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 9, dated February 2013, of the Dassault Falcon 2000EX Maintenance Manual.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 August 1, 2014.

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



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**2014-16-13 Airbus:** Amendment 39-17937. Docket No. FAA-2014-0236; Directorate Identifier 2013-NM-184-AD.

**(a) Effective Date**

This AD becomes effective October 1, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes, certificated in any category.

**(d) Subject**

Air Transport Association (ATA) of America Code 32, Landing Gear; and 36, Pneumatic.

**(e) Reason**

This AD was prompted by our determination of the need to incorporate new life limits for the main landing gear (MLG) barrel assembly, retraction actuator assembly linkage, and flange duct. We are issuing this AD to prevent reduced structural integrity of the airplane and possible loss of controllability of the airplane.

**(f) Compliance**

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

**(g) Revise the Maintenance or Inspection Program**

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the life limits specified in Appendix 1 of this AD into the Airbus A300 Airworthiness Limitations Section (ALS) Part 1. The initial compliance time for the replacement is identified in Appendix 1 of this AD and is prior to the applicable life limits specified in Appendix 1 of this AD, or within 90 days after the effective date of this AD, whichever occurs later.

**(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, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) 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 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.

**(j) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0210, dated September 11, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetailID=FAA-2014-0236-0002>.

**(k) Material Incorporated by Reference**

None.

**Appendix 1 to this AD – New Life Limits for the Main Landing Gear Barrel Assembly, Retraction Actuator Assembly  
Linkage, and Flange Duct**

		LIFE LIMITS (*)				LIFE LIMITS APPLICABILITY					
		Part Number	FH	LDG	Cal.	B2-1A B2-1C	B2K-3C B2-20x	B2-320	B4-2C B4-1xx	B4-2xx	C4-203 F4-203
<b>ATA 32-10-00 MAIN LANDING GEAR</b>											
<b>BARREL ASSEMBLY</b>											
Stirrup	C66277-10	N/A	66600	N/A			X	X	X	X	X
	C66277-12	N/A	76600	N/A			X	X	X	X	X
	C66277-14	N/A	76600	N/A			X	X	X	X	X
	D58303-1	N/A	76600	N/A			X	X	X	X	X
Stirrup pin	C66457	N/A	76600	N/A			X	X	X	X	X
	D48939	N/A	76600	N/A			X	X	X	X	X
	D48939-1	N/A	76600	N/A			X	X	X	X	X
	D58314-1	N/A	76600	N/A			X	X	X	X	X
Universal joint	C66279	N/A	76600	N/A			X	X	X	X	X
	C66279-2	N/A	76600	N/A			X	X	X	X	X
	C66279-6	N/A	76600	N/A			X	X	X	X	X
	D58313-1	N/A	76600	N/A			X	X	X	X	X
Plate (Upper end)	C61637-10	N/A	76600	N/A		X	X				
	C61637-11	N/A	76600	N/A		X	X				
	C61637-12	N/A	76600	N/A		X	X				
Plate (Rear head end)	C61638-10	N/A	53300	N/A		X	X				
	C61638-11	N/A	53300	N/A		X	X				
	C61638-20	N/A	76600	N/A		X	X				
Tie rod	C68523-3	N/A	76600	N/A	X	X					

(\*) Whichever occurs first.  
Notes are located under the assy title.

**Appendix 1 to this AD – New Life Limits for the Main Landing Gear Barrel Assembly, Retraction Actuator Assembly**

**Linkage, and Flange Duct (continued)**

	Part Number	LIFE LIMITS (*)				LIFE LIMITS APPLICABILITY					
		FH	LDG	Cal.	B2-1A B2-1C	B2K-3C B2-20x	B2-320	B4-2C B4-1xx	B4-2xx	C4-203 F4-203	
<b>RETRACTION ACTUATOR ASSEMBLY</b>											
(1) When SB A300-32-0123 embodied before SB A300-32-0113.											
(2) When SB A300-32-0123 embodied after SB A300-32-0113.											
Sliding rod	C69028-1	N/A	34 000	N/A	X	X					
	C69028-4	N/A	34 000	N/A	X	X					
	C69029-1 (1)	N/A	32 000	N/A			X	X	X	X	X
	C69029-2	N/A	32 000	N/A			X	X	X	X	X
	C69029-3	N/A	32 000	N/A			X	X	X	X	X
	C69029-4 (2)	N/A	22 000	N/A			X	X	X	X	X
Piston	C67078	N/A	33 000	N/A			X	X	X	X	X
	C67078-1	N/A	33 000	N/A			X	X	X	X	X
End fitting	C61342-4	N/A	36 700	N/A	X	X					
	C66510-4	N/A	32 000	N/A			X	X	X	X	X
<b>LINKAGE ASSEMBLY</b>											
Upper multiple link pin (Multiple link/Upper link)	C61505	N/A	76 600	N/A	X	X					
	C61505-1	N/A	76 600	N/A	X	X					
	C61505-20	N/A	76 600	N/A	X	X					
<b>ATA 36-11-05 PNEUMATIC</b>											
(1) "xx" at the end of the P/N stands for any number between 00 and 99.											
Duct flanged (1)	A21274063000xx	N/A	24 000	N/A	X	X	X	X	X	X	X

Issued in Renton, Washington, on August 4, 2014.  
Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-16-18 BAE Systems (Operations) Limited:** Amendment 39-17942. Docket No. FAA-2013-1026; Directorate Identifier 2012-NM-173-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective October 2, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all BAE Systems (Operations) Limited Model BAe 146-100A, -200A, and -300A airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes; certificated in any category; all models, all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of cracking of the main fitting of the nose landing gear (NLG). We are issuing this AD to prevent collapse of the NLG, which could lead to degradation of direction control on the ground or an un-commanded turn to the left and a consequent loss of control of the airplane on the ground, possibly resulting in damage to the airplane and injury to occupants.

**(f) Compliance**

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

**(g) Revision of Maintenance or Inspection Program**

Within 30 days after the effective date of this AD: Revise the maintenance or inspection program to incorporate a new safe-life limitation of the NLG main fitting, as specified by Subject 05-10-15, Aircraft Equipment Airworthiness Limitations, of Section 05-10, Time Limits, of Chapter 05, Time Limits/Maintenance Checks, of the BAE Systems (Operations) Limited BAe 146 Series/Avro 146-RJ Series Aircraft Maintenance Manual, Revision 108, dated September 14, 2012. Comply with all applicable instructions and airworthiness limitations included in Subject 05-10-15, Aircraft Equipment Airworthiness Limitations, of Section 05-10, Time Limits, of Chapter 05, Time Limits/Maintenance Checks, of the BAE Systems (Operations) Limited BAe 146 Series/Avro 146-RJ Series Aircraft Maintenance Manual, Revision 108, dated September 14, 2012. The initial compliance times for doing the actions is at the applicable times specified in Subject 05-10-15, Aircraft Equipment Airworthiness Limitations, of Section 05-10, Time Limits, of Chapter 05, Time

Limits/Maintenance Checks, of the BAE Systems (Operations) Limited BAe 146 Series/Avro 146-RJ Series Aircraft Maintenance Manual, Revision 108, dated September 14, 2012, or within 30 days after the effective date of this AD, whichever is later.

**(h) No Alternative Actions, Intervals, and/or Critical Design Configuration Control Limitations (CDCCLs)**

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

**(i) Parts Installation Limitation**

As of the effective date of this AD, no person may install an NLG main fitting, having a part number identified in paragraph 1.A., Tables 1., 2., and 3. of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.32-186, dated April 12, 2012, unless in compliance with the requirements of this AD.

**(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1175; 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 the European Aviation Safety Agency (EASA); or BAE Systems (Operations) Limited's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

**(k) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2012-0191R1, dated November 6, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-1026-0002>.

**(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.

(i) BAE Systems (Operations) Limited Inspection Service Bulletin ISB.32-186, dated April 12, 2012.

(ii) Subject 05-10-15, Aircraft Equipment Airworthiness Limitations, of Section 05-10, Time Limits, of Chapter 05, Time Limits/Maintenance Checks, of the BAE Systems BAe 146 Series/AVRO 146-RJ Series Aircraft Maintenance Manual, Revision 108, dated September 15, 2012. The revision level and date of this document are identified on only page 1 of the Letter of Transmittal.

(3) For service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; email [RApublications@baesystems.com](mailto:RApublications@baesystems.com); Internet <http://www.baesystems.com/Businesses/RegionalAircraft/index.htm>.

(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 August 4, 2014.

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



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**2014-16-21 Dassault Aviation:** Amendment 39-17945. Docket No. FAA-2014-0145; Directorate Identifier 2013-NM-183-AD.

**(a) Effective Date**

This AD becomes effective October 2, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Dassault Aviation Model FALCON 7X airplanes, certificated in any category.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports that the pintle pins installed on a certain number of airplanes may be incorrectly protected against corrosion. We are issuing this AD to detect and correct pintle pins that have been incorrectly corrosion-protected, which could cause the pintle pins to shear under normal load and lead to the collapse of the MLG during take-off or landing.

**(f) Compliance**

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

**(g) Replacement**

For airplanes having serial numbers 4 through 6 inclusive; 9, 12, 19, 21 through 25 inclusive; 29, 32, 33, 37, 39 through 42 inclusive; 45, 49 through 53 inclusive; 55, 56, 62, 63, 65, 67 through 69 inclusive; and 81, 82, 84, and 120: Within 2 months after the effective date of this AD, replace the pintle pins having part number (P/N) 55-2355007-01 on the left- and right-hand MLG with a serviceable part, in accordance with the Accomplishment Instructions of Dassault Aviation Service Bulletin 7X-182, Revision 4, also referred to as 182-R4, dated July 18, 2013.

**(h) Parts Installation Prohibition**

As of the effective date of this AD, no person may install a pintle pin having P/N 55-2355007-01, with the following serial numbers, on any airplane: EXC-0001, EXC-0003, EXC-0008, EXC-0009, EXC-0010, EXC-0015, EXC-0017, EXC-0018, EXC-0019, EXC-0020, EXC-0022, EXC-

0023, EXC-0024, EXC-0025, EXC-0026, EXC-0027, EXC-0029, EXC-0030, EXC-0031, EXC-0033, EXC-0037, EXC-0038, EXC-0040, EXC-0041, EXC-0043, EXC-0044, EXC-0045, EXC-0046, EXC-0047, EXC-0050, EXC-0051, EXC-0052, EXC-0053, EXC-0054, EXC-0057, EXC-0059, EXC-0060, EXC-0061, EXC-0062, EXC-0063, EXC-0064, EXC-0065, EXC-0067, EXC-0069, EXC-0072, EXC-0074, EXC-0075, EXC-0076, EXC-0077, EXC-0078, EXC-0084, EXC-0091, EXC-0092, EXC-0093, EXC-0096, EXC-0098, EXC-0099, EXC-0101, EXC-0102, EXC-0103, EXC-0106, EXC-0107, EXC-0108, EXC-0109, EXC-0110, EXC-0111, EXC-0114, EXC-0115, EXC-0117, EXC-0119, EXC-0120, EXC-0121, EXC-0122, EXC-0123, EXC-0124, EXC-0125, EXC-0126, EXC-0127, EXC-0128, EXC-0129, EXC-0130, EXC-0131, EXC-0132, EXC-0133, EXC-0134, EXC-0135, EXC-0136, EXC-0137, EXC-0138, EXC-0139, EXC-0143, EXC-0144, EXC-0147, EXC-0148, EXC-0149, EXC-0150, EXC-0152, EXC-0153, EXC-0154, EXC-0155, EXC-0158, EXC-0162, EXC-0163, EXC-0164, EXC-0167, EXC-0168, EXC-0170, EXC-0172, EXC-0173, EXC-0175, EXC-0177, EXC-0178, EXC-0183, EXC-0184, EXC-0190, EXC-0192, EXC-0193, EXC-0194, EXC-0197, or EXC-0198.

### **(i) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the following service information. This service information is not incorporated by reference in this AD.

(1) Dassault Aviation Service Bulletin 7X-182, also referred to as 182, dated December 17, 2010.

(2) Dassault Aviation Service Bulletin 7X-182, Revision 1, also referred to as 182-R1, dated December 7, 2011.

(3) Dassault Aviation Service Bulletin 7X-182, Revision 2, also referred to as 182-R2, dated June 1, 2012.

(4) Dassault Aviation Service Bulletin 7X-182, Revision 3, also referred to as 182-R3, dated February 26, 2013.

### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

(2) 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 the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

**(k) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0162, dated July 24, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0145-0002>.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (1)(3) and (1)(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 this AD specifies otherwise.

(i) Dassault Aviation Service Bulletin 7X-182, Revision 4, also referred to as 182-R4, dated July 18, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 August 4, 2014.

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



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**2014-16-23 Dassault Aviation:** Amendment 39-17947. Docket No. FAA-2013-0464; Directorate Identifier 2012-NM-010-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective October 9, 2014.

**(b) Affected ADs**

This AD replaces AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011).

**(c) Applicability**

This AD applies to all Dassault Aviation Model FALCON 7X airplanes, certificated in any category, all serial numbers.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by an uncontrolled pitch trim runaway during descent. We are issuing this AD to prevent an uncontrolled pitch trim runaway, which could result in loss of control of the airplane.

**(f) Compliance**

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

**(g) Retained Modification**

This paragraph restates the requirements of paragraph (g) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). Before further flight, do the applicable actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) For airplanes on which Dassault Mandatory Service Bulletin 7X-211, Revision 1, dated June 14, 2011, has not been done as of August 22, 2011 (the effective date of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011)): Modify the airplane by adding an automatic reversion logic and a means for the pilot to override pitch trim control normal modes, and install placards in the cockpit in full view of the pilots, in accordance with paragraph 2., "Accomplishment Instructions for Aircraft which have not Already Implemented the Revision 1 of the Service Bulletin," of Dassault Mandatory Service Bulletin 7X-211, Revision 2, dated June 22, 2011, including New Standard Installation Checklist and Appendix A, and including FCS Data Loading Procedure, Issue D, dated May 28, 2010.

(2) For airplanes on which Dassault Mandatory Service Bulletin 7X-211, Revision 1, dated June 14, 2011, has been done as of August 22, 2011 (the effective date of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011)): Replace the frame of the emergency switch box, in accordance with paragraph 3., “Accomplishment Instructions for Aircraft which have Already Implemented Revision 1 of this Service Bulletin,” of Dassault Mandatory Service Bulletin 7X-211, Revision 2, dated June 22, 2011, including New Standard Installation Checklist and Appendix A, and including FCS Data Loading Procedure, Issue D, dated May 28, 2010.

(3) For airplanes equipped with any horizontal stabilizer electronic control unit (HSECU) part number (P/N) 051244-04, replace the HSECU with any HSECU identified in paragraph (g)(3)(i), (g)(3)(ii), or (g)(3)(iii) of this AD, in accordance with the Accomplishment Instructions of Dassault Mandatory Service Bulletin 7X-212, Revision 2, dated July 7, 2011.

(i) HSECU P/N 051244-02.

(ii) Verified HSECU P/N 051244-04 having a stamped “V.”

(iii) HSECU P/N 051244-05.

#### **(h) Retained Credit for Previous Actions**

This paragraph restates the provisions specified in paragraph (h) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). This paragraph provides credit for the HSECU replacement required by paragraph (g)(3)(i) or (g)(3)(ii) of this AD, if those replacements were performed before August 22, 2011 (the effective date of AD 2011-16-01), using Dassault Mandatory Service Bulletin 7X-212, Revision 1, dated June 23, 2011, which is not incorporated by reference in this AD.

#### **(i) Retained Revision of Airplane Flight Manual (AFM)**

This paragraph restates the requirements of paragraph (i) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). As of August 22, 2011 (the effective date AD 2011-16-01), operate the airplane according to the limitations and procedures in the Dassault Falcon 7X AFM, Revision 12, dated June 16, 2011, until the actions required by paragraph (p) of this AD are accomplished. Revision 12 introduces revised operational speed limitations and revised procedures accounting for the new TRIM EMERG button.

#### **(j) Retained Electronic Checklist Database Installation**

This paragraph restates the requirements of paragraph (j) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). Before further flight, install the electronic checklist V0007 database, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-213, dated June 22, 2011. Accomplishing the actions required by paragraph (o) of this AD terminates the actions required by paragraph (j) of this AD.

#### **(k) Retained Operating Restrictions**

This paragraph restates the requirements of paragraph (k) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). Before further flight, revise the Limitations section of the Dassault Falcon 7X AFM to include the information provided in figure 1 to paragraph (k) of this AD. This may be accomplished by inserting a copy of figure 1 to paragraph (k) of this AD into the AFM. Accomplishment of the actions required in paragraph (p) of this AD terminates the actions required by paragraph (k) of this AD.

**Figure 1 to Paragraph (k) of this AD–Retained AFM Revision**

Dispatch with any inoperative equipment identified below is prohibited. This prohibition takes precedence over the FAA master minimum equipment list (MMEL) or any operator’s MEL.

Air data systems (identified as MEL item 34-9)

Multi functional probe (MFP) heating system (identified as MMEL item 30-1)

ACMU3 and ACMU4 (identified as MMEL item 27-3)

LH REAR POWER #3 (identified as MMEL item 27-5-(-6))

**(l) Retained Maintenance Program Revision**

This paragraph restates the requirements of paragraph (l) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011).

(1) Within 30 days after August 22, 2011 (the effective date of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011)): Revise the maintenance program to incorporate Maintenance Planning Document (MPD) Task 27-40-00-710-801, as specified in Dassault Aviation, Falcon 7X Maintenance Manual (MM), Falcon 7X–Chapter 5-40-00 after Rev 01, dated June 10, 2011 (commonly referred to as Dassault Change Proposal (CP) CP009 to Chapter 5-40-00 of Dassault Falcon 7X MM). The initial compliance time for doing the operational test of the HSTS electric motors reversion relays is 1,850 flight hours after accomplishment of the applicable actions required by paragraph (g) of this AD. Accomplishment of the actions required in paragraph (q) of this AD terminates the actions required by paragraph (l) of this AD.

(2) The MM revision required by paragraph (l) of this AD may be done by inserting a copy of Maintenance Planning Document (MPD) Task 27-40-00-710-801, as specified in Dassault Aviation, Falcon 7X Maintenance Manual (MM), Falcon 7X–Chapter 5-40-00 after Rev 01, dated June 10, 2011 (commonly referred to as Dassault Change Proposal (CP) CP009 to Chapter 5-40-00 of Dassault Falcon 7X MM), into the MM. When Dassault CP CP009 has been included in general revisions of the MM, the general revisions may be inserted into the MM, provided the relevant information in the general revision is identical to that in Dassault CP CP009, and Dassault CP CP009 may be removed.

**(m) Retained Limitations for Alternative Procedures or Intervals**

This paragraph restates the requirements of paragraph (m) of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). After the maintenance program has been revised as required by paragraph (l) of this AD, no alternative procedure or interval for the operational test may be used unless the procedure and/or interval is approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (s) of this AD.

**(n) Retained FAA AD Differences**

This paragraph restates the AD differences identified in Note 3 of AD 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011). This AD differs from the mandatory continuing airworthiness information (MCAI) and/or service information as follows:

(1) European Aviation Safety Agency (EASA) AD 2011-0114R2, dated July 7, 2011, requires repetitive operational tests of the HSTS electric motors reversion relays, and specifies that the aircraft maintenance program may be revised in lieu of those repetitive tests. This FAA AD mandates revising the maintenance program.

(2) EASA AD 2011-0114R2, dated July 7, 2011, does not include any requirement to revise the electronic checklist. Paragraph (j) of this FAA AD requires this action.

(3) EASA AD 2011-0114R2, dated July 7, 2011, mandates amending the minimum equipment list (MEL) by removing certain items. This FAA AD instead requires revising the AFM to prohibit dispatch with those items inoperative. The operational effect, however, is the same.

**(o) New Fly-By-Wire System Modification**

Within 12 months after accomplishing the actions required by paragraph (g) of this AD, or within 9 months after the effective date of this AD, whichever is later: Modify the fly-by-wire system installed in the airplane to the 2.1.7.3 standard, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-214, dated August 30, 2011, as revised by Dassault Service Bulletin 7X-214, Erratum, dated January 26, 2012. Accomplishment of the actions required in paragraph (o) of this AD terminates the actions required by paragraph (j) of this AD.

**(p) New AFM Revision**

After accomplishing the actions required by paragraph (o) of this AD: Operate the airplane thereafter according to the limitations and procedures specified in Dassault Falcon 7X AFM, DGT105608, Revision 18, dated November 15, 2013. Accomplishment of the actions required by this paragraph terminates the requirements of paragraphs (i) and (k) of this AD; after those actions have been done, the AFM limitation required by paragraph (k) of this AD may be removed from the AFM.

**(q) New Maintenance Program Revision**

Within 30 days after the effective date of this AD: Revise the maintenance program to incorporate Chapter 5-40-00, Airworthiness Limitations, DGT 107838, Revision 3, dated July 16, 2012, of the Dassault Falcon 7X Maintenance Manual (MM), into the MM.

(1) The initial compliance time for the operational test of the HSTS trim emergency command is within 650 flight hours after the modification required by paragraph (o) of this AD.

(2) The initial compliance time for the operational test of the HSTS electric motors reversion relays is within 5,050 flight hours after the modification required by paragraph (o) of this AD.

(3) Accomplishment of the actions required in paragraph (q) of this AD terminates the actions required by paragraph (l) of this AD.

**(r) New Limitations for Alternative Actions or Intervals**

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

**(s) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; 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 2011-16-01, Amendment 39-16759 (76 FR 47424, August 5, 2011), are approved as AMOCs for the corresponding provisions of 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 the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

**(t) Related Information**

(1) Refer to MCAI EASA Airworthiness Directive 2011-0241, dated December 19, 2011. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0464-0002>.

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

**(u) 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 October 9, 2014.

(i) Chapter 5-40-00, Airworthiness Limitations, DGT 107838, Revision 3, dated July 16, 2012, of the Dassault Falcon 7X Maintenance Manual (MM).

(ii) Dassault Falcon 7X Airplane Flight Manual, DGT105608, Revision 18, dated November 15, 2013. The document revision level is identified only on the title page and page 1 of the List of Effective Sub-Sub-Sections. The document date can only be found on the title page.

(iii) Dassault Service Bulletin 7X-214, dated August 30, 2011.

(iv) Dassault Service Bulletin 7X-214, Erratum, dated January 26, 2012. "Erratum" appears only in the list of effective/modified pages of this document.

(4) The following service information was approved for IBR on August 22, 2011 (76 FR 47424, August 5, 2011).

(i) Dassault Aviation, Falcon 7X Maintenance Manual, Falcon 7X–Chapter 5-40-00 after Rev 01, dated June 10, 2011 (Commonly referred to as Dassault Change Proposal (CP) CP009 to Chapter 5-40-00 of Dassault Falcon 7X Maintenance Manual).

(ii) Dassault Falcon 7X Airplane Flight Manual, Revision 12, dated June 16, 2011. The document date can only be found in the List of Revisions section of the Dassault Falcon 7X Airplane Flight Manual.

(iii) Dassault Mandatory Service Bulletin 7X-211, Revision 2, dated June 22, 2011, including FCS Data Loading Procedure, Issue D, dated May 28, 2010, and including New Standard Installation Checklist and Appendix A. New Standard Installation Checklist and Appendix A are not dated or identified with a document number.

(iv) Dassault Mandatory Service Bulletin 7X-212, Revision 2, dated July 7, 2011.

(v) Dassault Service Bulletin 7X-213, dated June 22, 2011.

(5) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 August 7, 2014.

Victor Wicklund,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-16-25 Airbus:** Amendment 39-17949. Docket No. FAA-2014-0061; Directorate Identifier 2013-NM-029-AD.

**(a) Effective Date**

This AD becomes effective October 8, 2014.

**(b) Affected ADs**

This AD replaces AD 2007-06-12, Amendment 39-14993 (72 FR 12555, March 16, 2007).

**(c) Applicability**

This AD applies to Airbus Model A330-201, -202, -203, -223, and -243 airplanes; and Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes, certificated in any category, except those on which Airbus Modification 49202 has been embodied in production.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a new fatigue and damage tolerance evaluation that concluded the compliance time for an existing reinforcement of the fuselage has to be reduced. We are issuing this AD to prevent fatigue cracking of the fuselage, which could result in reduced structural integrity of the fuselage.

**(f) Compliance**

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

**(g) Installation for Model A330-300 Series Airplanes**

For Airbus Model A330-301, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes, except those on which Airbus Modification 41652S11819 has been incorporated in production: At the time specified in paragraph (g)(1) or (g)(2) of this AD, whichever occurs later, install butt straps at FR53.3 on the fuselage skin between left-hand (LH) and right-hand (RH) stringer (STR) 13, and do all related investigative and corrective actions before further flight. Except as provided by paragraph (h) of this AD, do all actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3127, Revision 02, including Appendix 01, dated December 7, 2011.

(1) At the applicable time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) For airplanes with a short-range mission as specified in Airbus Service Bulletin A330-53-3127, Revision 02, including Appendix 01, dated December 7, 2011: Within 15,300 flight cycles or 46,100 flight hours, whichever occurs first, after the first flight of the airplane.

(ii) For airplanes with a long-range mission as specified in Airbus Service Bulletin A330-53-3127, Revision 02, including Appendix 01, dated December 7, 2011: Within 13,200 flight cycles or 79,300 flight hours, whichever occurs first after the first flight of the airplane.

(2) Within 24 months after the effective date of this AD, but not to exceed 14,700 total flight cycles or 51,400 total flight hours, whichever occurs earlier.

### **(h) Corrective Actions**

For Airbus Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes, except those on which Airbus Modification 41652S11819 has been incorporated in production: If any crack is detected during the related investigative actions (rototest) 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). If approved by the DOA, the approval must include the DOA-authorized signature.

### **(i) Installation for Model A330-200 and -300 Series Airplanes**

For airplanes specified in paragraph (c) of this AD on which Airbus Modification 41652S11819 has been embodied in production: At the time specified in paragraph (i)(1) or (i)(2) of this AD, whichever occurs later, install butt straps at FR53.3 on the fuselage skin between LH and RH STR13; and do all related investigative and other specified actions before further flight, as applicable. Do all actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3143, Revision 05, dated May 29, 2012, including Appendix 1; except, if any crack is detected during a related investigative action (rototest), before further flight, repair the crack 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.

(1) At the applicable times specified in the "threshold" column of the table in 1.E. "Compliance" of Airbus Service Bulletin A330-53-3143, Revision 05, including Appendix 01, dated May 29, 2012. Where paragraph 1.E. "Compliance" of Airbus Service Bulletin A330-53-3143, Revision 05, dated May 29, 2012, specifies a time in the "threshold" column, this AD requires compliance within the corresponding times after the first flight of the airplane.

(2) Within 24 months after the effective date of this AD, but not to exceed 17,600 total flight cycles or 61,600 total flight hours, whichever occurs earlier.

### **(j) Credit for Previous Actions**

(1) This paragraph provides credit for actions required by paragraph (g) of this AD if those actions were performed before the effective date of this AD using Airbus Service Bulletin A330-53-3127, Revision 01, including Appendix 01, dated November 21, 2003, which was incorporated by reference in AD 2005-20-07, Amendment 39-14300 (70 FR 57732, October 4, 2005).

(2) 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 any service information specified in paragraphs (j)(2)(i) through (j)(2)(v) of this AD.

(i) Airbus Service Bulletin A330-53-3143, including Appendix 01, dated December 24, 2004, which is not incorporated by reference in this AD.

(ii) Airbus Service Bulletin A330-53-3143, Revision 01, including Appendix 01, dated June 29, 2006, which was incorporated by reference in AD 2007-06-12, Amendment 39-14993 (72 FR 12555, March 16, 2007).

(iii) Airbus Service Bulletin A330-53-3143, Revision 02, including Appendix 01, dated August 31, 2010, which is not incorporated by reference in this AD.

(iv) Airbus Service Bulletin A330-53-3143, Revision 03, including Appendix 01, dated March 3, 2011, which is not incorporated by reference in this AD.

(v) Airbus Service Bulletin A330-53-3143, Revision 04, including Appendix 01, dated December 6, 2011, which is not incorporated by reference in this AD.

### **(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.

(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 2007-06-12, Amendment 39-14993 (72 FR 12555, March 16, 2007), are approved as AMOCs for the corresponding provisions of paragraph (i) of 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 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**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0016, dated January 16, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0061-0002>.

(2) Service information identified in this AD that is not incorporated by reference is available 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 this AD specifies otherwise.

(i) Airbus Service Bulletin A330-53-3127, Revision 02, dated December 7, 2011, including Appendix 01.

(ii) Airbus Service Bulletin A330-53-3143, Revision 05, dated May 29, 2012, including Appendix 01.

(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](mailto: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 August 7, 2014.

Victor Wicklund,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-16-26 Dassault Aviation:** Amendment 39-17950. Docket No. FAA-2014-0258; Directorate Identifier 2013-NM-065-AD.

**(a) Effective Date**

This AD becomes effective October 1, 2014.

**(b) Affected ADs**

This AD affects AD 2002-23-20, Amendment 39-12964 (67 FR 71098, November 29, 2002); and AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010).

**(c) Applicability**

This AD applies to Dassault Aviation Model FALCON 900EX airplanes, certificated in any category, serial numbers 1 through 96 inclusive, and serial numbers 98 through 119 inclusive.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by our determination to introduce a corrosion prevention control program, among other changes, to the maintenance requirements and airworthiness limitations. We are issuing this AD to prevent reduced structural integrity and reduced controllability of the airplane.

**(f) Compliance**

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

**(g) Revision of Maintenance or Inspection Program**

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113874, Revision 12, dated September 2012, of the Falcon 900EX Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, DGT 113874, Revision 12, dated September 2012, of the Falcon 900EX Maintenance Manual, is within the applicable times specified in the maintenance manual, or 30 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

(1) The term "LDG" in the "First Inspection" column of any table in the service information means total airplane landings.

(2) The term "FH" in the "First Inspection" column of any table in the service information means total flight hours.

(3) The term "FC" in the "First Inspection" column of any table in the service information means total flight cycles.

(4) The term "M" in the "First Inspection" column of any table in the service information means months.

#### **(h) Terminating Action**

Accomplishing paragraph (g) of this AD terminates the requirements of AD 2002-23-20, Amendment 39-12964 (67 FR 71098, November 29, 2002); and paragraph (g)(1) of AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010); for Dassault Aviation Model FALCON 900EX airplanes, serial numbers 1 through 96 inclusive, and serial numbers 98 through 119 inclusive.

#### **(i) 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 (j)(1) of this AD.

#### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

(2) 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 the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

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

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0051, dated March 4, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0258-0002>.

#### **(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.

(i) Chapter 5-40, Airworthiness Limitations, DGT 113874, Revision 12, dated September 2012, of the Falcon 900EX Maintenance Manual. The document revision level is identified only on the title page and page 2.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 August 7, 2014.

Victor Wicklund,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-16-27 Dassault Aviation:** Amendment 39-17951. Docket No. FAA-2014-0176; Directorate Identifier 2013-NM-066-AD.

**(a) Effective Date**

This AD becomes effective October 1, 2014.

**(b) Affected ADs**

This AD affects AD 2002-23-20, Amendment 39-12964 (67 FR 71098, November 29, 2002); and AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010).

**(c) Applicability**

This AD applies to Dassault Aviation Model FALCON 900EX airplanes, certificated in any category, serial number (S/N) 97 and S/N 120 and higher (Falcon 900EX Easy, Falcon 900LX and Falcon 900DX variants).

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a revision to the airplane airworthiness limitations to introduce the corrosion prevention control program, among other changes, to the maintenance requirements and airworthiness limitations. We are issuing this AD to prevent reduced structural integrity of the airplane, and prevent reduced controllability of the airplane.

**(f) Compliance**

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

**(g) Revision of Maintenance or Inspection Program**

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113875, Revision 7, dated September 2012, of the Falcon 900 EX EASy, Falcon 900LX, and Falcon 900 DX Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, DGT 113875, Revision 7, dated September 2012, of the Falcon 900 EX EASy, Falcon 900LX, and Falcon 900 DX Maintenance Manual, is within the applicable times specified in the maintenance manual or 30 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

(1) The term "LDG" in the "First Inspection" column of any table in the service information means total airplane landings.

(2) The term "FH" in the "First Inspection" column of any table in the service information means total flight hours.

(3) The term "FC" in the "First Inspection" column of any table in the service information means total flight cycles.

(4) The term "M" in the "First Inspection" column of any table in the service information means months.

#### **(h) Terminating Action**

Accomplishing paragraph (g) of this AD terminates the requirements of paragraph (a) of AD 2002-23-20, Amendment 39-12964 (67 FR 71098, November 29, 2002); and paragraph (g)(1) of AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010); for DASSAULT AVIATION Model FALCON 900EX airplanes, S/N 97 and S/N 120 and higher.

#### **(i) 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 (j)(1) of this AD.

#### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

(2) 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 the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

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

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0053, dated March 4, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0176-0002>.

#### **(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.

(i) Chapter 5-40, Airworthiness Limitations, DGT 113875, Revision 7, dated September 2012, of the Falcon 900 EX EASy, Falcon 900LX, and Falcon 900 DX Maintenance Manual.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet <http://www.dassaultfalcon.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 August 7, 2014.

Victor Wicklund,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-16-28 Empresa Brasileira de Aeronautica S.A. (Embraer):** Amendment 39-17952. Docket No. FAA-2014-0234; Directorate Identifier 2013-NM-220-AD.

**(a) Effective Date**

This AD becomes effective October 1, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Empresa Brasileira de Aeronautica S.A. (Embraer) Model EMB-135BJ airplanes, certificated in any category, as identified in Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of failure of the bolts that connect the cockpit windshield center-post to the forward fuselage. We are issuing this AD to prevent failed bolts and failed attaching parts of the cockpit windshield center-post, which could lead to loss of structural integrity of the airplane.

**(f) Compliance**

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

**(g) Detailed Inspection**

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD, do a detailed inspection to detect discrepancies on the attaching parts of the lower eyelet fitting of the cockpit windshield center-post and, if applicable, check whether the bolts are tightened, in accordance with Part I of the Accomplishment Instructions of Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013. If any discrepancy is found or if any bolt is not tightened, do the actions specified in paragraph (h) of this AD before further flight. Repeat the detailed inspection thereafter at intervals not to exceed 50 flight cycles until the modification required by paragraph (h) of this AD is done.

(1) For airplanes identified as Group 1 in Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013, on which the actions of Embraer Service Bulletin 145LEG-53-0021, has been done: Do the detailed inspection within 3,000 flight cycles after accomplishment

of the actions of Embraer Service Bulletin 145LEG-53-0021, or within 50 flight cycles after the effective date of this AD, whichever occurs later.

(2) For airplanes identified as Group 2 airplanes in Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013: Do the detailed inspection before the accumulation of 3,000 total flight cycles, or within 50 flight cycles after the effective date of this AD, whichever occurs later.

#### **(h) Modification**

Except as required by paragraph (g) of this AD, at the applicable time specified in paragraphs (h)(1) or (h)(2) of this AD, modify the attaching parts of the lower eyelet fitting of the cockpit windshield center-post, including a general visual inspection for any damage (cracks, dents, scratches) of the specified lower eyelet fitting, in accordance with Part II of the Accomplishment Instructions of Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013. If any damage is found during the general visual inspection, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or Agência Nacional de Aviação Civil (ANAC); or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature. Accomplishment of the modification terminates the repetitive inspections required by paragraph (g) of this AD.

(1) For airplanes identified as Group 1 in Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013, on which the actions specified in Embraer Service Bulletin 145LEG-53-0021, has been done: Do the modification before the accumulation of 3,000 flight cycles after doing the actions specified in Embraer Service Bulletin 145LEG-53-0021, or within 300 flight cycles after the effective date of this AD, whichever occurs later.

(2) For airplanes identified as Group 2 in Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013: Do the modification before the accumulation of 3,000 total flight cycles, or within 300 flight cycles after the effective date of this AD, whichever occurs later.

#### **(i) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Embraer Alert Service Bulletin 145LEG-53-A032, dated September 20, 2013, 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, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Todd Thompson, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1175; 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 ANAC; or ANAC's

authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

**(k) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Brazilian Airworthiness Directive 2013-10-02, dated October 23, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0234-0002>.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified 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 this AD specifies otherwise.

(i) Embraer Alert Service Bulletin 145LEG-53-A032, Revision 01, dated September 24, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (Embraer), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–12227-901 São Jose dos Campos–SP–BRASIL; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; email [distrib@embraer.com.br](mailto:distrib@embraer.com.br); Internet <http://www.flyembraer.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 August 7, 2014.

Victor Wicklund,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



**2014-17-02 Honeywell ASCa Inc.:** Amendment 39-17955. Docket No. FAA-2014-0573; Directorate Identifier 2014-NM-091-AD.

**(a) Effective Date**

This AD becomes effective September 9, 2014.

**(b) Affected ADs**

This AD replaces AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013).

**(c) Applicability**

This AD applies to Honeywell ASCa Inc. emergency locator transmitters (ELTs) Model RESCU 406AF and 406AFN with transmitter unit (TU) part numbers (P/Ns) 1152682-1, -2, and -3, installed on transport category airplanes, certificated in any category, but not limited to the airplanes identified in table 1 to paragraph (c) of this AD.

**Table 1 to Paragraph (C) of This AD—Affected Airplane Models**

Manufacturer	Airplane model
(1) The Boeing Company	(i) 717-200 airplanes.
	(ii) 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes.
	(iii) 737-100, -200, -200C, -300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series airplanes.
	(iv) 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, and -400F series airplanes; and 747SR, 747SP, 747-8F, and 747-8 series airplanes.
	(v) 757-200, -200PF, -200CB, and -300 series airplanes.
	(vi) 767-200, -300, -300F, and -400ER series airplanes.
	(vii) 777-200, -200LR, -300, -300ER, and 777F series airplanes.
	(viii) 787-8 airplanes.
	(ix) MD-11 and MD-11F airplanes.
	(x) DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes.
	(xi) MD-88 airplanes.
	(xii) MD-90-30 airplanes.

(2) Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, 382G, and 382J airplanes.
(3) Airbus	(i) A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
	(ii) A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
	(iii) A300 B4-605R and B4-622R airplanes.
	(iv) A300 F4-605R and F4-622R airplanes.
	(v) A300 C4-605R Variant F airplanes.
	(vi) A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.
	(vii) A320-111, -211, -212, -214, -231, -232, and -233 airplanes.
	(viii) A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.
	(ix) A330-223F and -243F airplanes.
	(x) A330-201, -202, -203, -223, and -243 airplanes.
	(xi) A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
	(xii) A340-211, -212, and -213 airplanes.
	(xiii) A340-311, -312, and -313 airplanes.
	(xiv) A340-541 airplanes.
	(xv) A340-642 airplanes.
	(xvi) A380-800 series airplanes.
(4) ATR—GIE Avions de Transport Régional	(i) ATR42-200, -300, -320, and -500 airplanes.
	(ii) ATR72-101, -201, -102, -202, -211, -212, and -212A airplanes.
(5) Dassault Aviation	FALCON 7X airplanes.

**(d) Subject**

Air Transport Association (ATA) of America Code 23, Communications.

**(e) Reason**

This AD was prompted by a fire on a parked and unoccupied airplane; preliminary information indicated combustion in the area of the ELT TU. We are issuing this AD to detect and correct discrepancies of the battery wiring installation inside the TU, which could result in an electrical short and possible ignition source.

**(f) Compliance**

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

**(g) Retained Inspection With New Compliance Time**

This paragraph restates the requirements of paragraph (g) of AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013), with a new compliance time. For any ELT TU with any serial number identified in paragraph 1.A., "Effectivity," including the serial numbers identified in the Note in paragraph 1.A., of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013: Within 120 days after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Remove the TU from the airplane.

(2) Do one-time general visual inspections of the ELT TU, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013.

**(h) Retained TU/Battery Pack Return Provisions With New Compliance Time**

This paragraph restates the requirements of paragraph (h) of AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013), with a new compliance time. During any inspection required by this AD, if any discrepancy is found that is unacceptable or exceeds limits as specified in Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013: At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, return the TU or battery pack, as applicable, to Honeywell ASCa Inc., Customer and Product Support, Customer Support Operations, 3333 Unity Drive, Mississauga, ON, Canada L5L 3S6; telephone: 800-601-3099 (toll-free U.S.A./Canada); telephone: 602-365-3099 (international) email: AeroR&OAvionics@honeywell.com; Internet: www.myaerospace.com.

(1) If the inspection was done on or after the effective date of this AD: Within 10 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Within 10 days after the effective date of this AD.

**(i) Retained Post-Inspection Actions With No Changes**

This paragraph restates the requirements of paragraph (i) of AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013), with no changes. Before further flight after accomplishing the actions required by paragraph (g) of this AD: Perform all applicable return to service actions, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013. Install a TU that is identified in paragraph 3.F.(2) or 3.F.(3) of Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013.

**(j) Retained Parts Installation Limitations With Revised Installation Method Approval**

This paragraph restates the limitations specified by paragraph (j) of AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013), with a revised installation method approval. After installation or replacement of the TU as required by this AD or as specified in paragraph (k) of this AD, no person may install an ELT TU battery unless it is installed using a method approved by either the Manager, New York ACO, FAA; or TCCA (or its delegated agent).

**(k) Retained Acceptable Prior Actions for Certain Airplanes**

This paragraph restates the provisions specified by paragraph (k) of AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013), with revised compliance language.

(1) For The Boeing Company Model 787-8 airplanes identified in AD 2013-15-07, Amendment 39-17523 (78 FR 45054, July 26, 2013): Accomplishment of the applicable requirements of AD 2013-15-07 before the effective date of this AD, is acceptable for compliance with the requirements of paragraphs (g), (h), and (i) of this AD.

(2) This paragraph provides credit for the applicable actions required by paragraphs (g), (h), and (i) of this AD, if those actions were performed before the effective date of this AD, using Honeywell Alert Service Bulletin 1152682-23-A22, dated August 1, 2013, which is not incorporated by reference in this AD.

(3) This paragraph provides credit for the actions required by paragraphs (g), (h), and (i) of this AD, if the applicable actions specified in the service information identified in paragraphs (k)(3)(i) through (k)(3)(vi) of this AD were performed before the effective date of this AD, using the applicable service information identified in paragraphs (k)(3)(i) through (k)(3)(vi) of this AD. This service information is not incorporated by reference in this AD.

(i) For The Boeing Company Model 717-200 airplanes: Boeing Multi Operator Message MOM-MOM-13-0597-01B, dated July 28, 2013.

(ii) For The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: Boeing Multi Operator Message MOM-MOM-13-0593-01B, dated July 28, 2013.

(iii) For The Boeing Company Model 747-400, -400D, and -400F series airplanes: Boeing Multi Operator Message MOM-MOM-13-0594-01B, dated July 28, 2013.

(iv) For The Boeing Company Model 767 airplanes: Boeing Multi Operator Message MOM-MOM-13-0595-01B, dated July 28, 2013.

(v) For The Boeing Company Model 777 airplanes: Boeing Multi Operator Message MOM-MOM-13-0596-01B, dated July 28, 2013.

(vi) For The Boeing Company Model 787-8 airplanes: Boeing Multi Operator Message MOM-MOM-13-0570-01B, dated July 19, 2013; or Boeing Multi Operator Message MOM-MOM-13-0590-01B, dated July 26, 2013.

**(l) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO, ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the 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. AMOCs approved previously for AD 2013-18-09, Amendment 39-17582 (78 FR 57253, September 18, 2013), are approved as AMOCs for the corresponding provisions of this AD.

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

**(m) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-25, dated August 15, 2013, 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-2014-0573.

(2) Boeing service information identified in this AD that is not incorporated by reference may be obtained from 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>.

(3) Honeywell service information identified in this AD that is not incorporated by reference is available at the addresses identified 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 this AD specifies otherwise.

(3) The following service information was approved for IBR on October 3, 2013 (78 FR 57253, September 18, 2013).

(i) Honeywell Alert Service Bulletin 1152682-23-A22, Revision 1, dated August 8, 2013.

(ii) Reserved.

(4) For Honeywell service information identified in this AD, contact Honeywell ASCa Inc., Customer and Product Support, Customer Support Operations, 3333 Unity Drive, Mississauga, ON, Canada L5L 3S6; telephone: 800-601-3099 (toll-free U.S.A./Canada); telephone: 602-365-3099 (international) email: [AeroR&OAvionics@honeywell.com](mailto:AeroR&OAvionics@honeywell.com); Internet: [www.myaerospace.com](http://www.myaerospace.com).

(5) 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.

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

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

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



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**2014-17-04 Bombardier, Inc.:** Amendment 39-17957. Docket No. FAA-2014-0175; Directorate Identifier 2014-NM-014-AD.

**(a) Effective Date**

This AD becomes effective October 1, 2014.

**(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, serial numbers 7003 and subsequent.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports that elevator power control unit (PCU) shear pins may fail prematurely. We are issuing this AD to prevent premature elevator PCU shear pin failure. If all pins fail on one elevator, the elevator surface would become inoperative, which could reduce the controllability of the airplane and could result in a loss of redundancy for flutter prevention.

**(f) Compliance**

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

**(g) Repetitive Replacements**

Within 6,600 flight hours or 48 months after the effective date of this AD, whichever occurs first: Replace the elevator PCU shear pins, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-55-008, Revision B, dated March 12, 2014. Repeat the replacement thereafter at intervals not to exceed 6,600 flight hours or 48 months from the most recent replacement, whichever occurs first.

**(h) Optional Method for Replacement**

Replacing the elevator PCU shear pins, 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); is a method of

compliance for any replacement required by paragraph (g) of this AD. If approved by the DAO, the approval must include the DAO-authorized signature.

Note 1 to paragraph (h) of this AD: Guidance for doing replacements specified in paragraph (h) of this AD may be found in Task 5-21-27-960-802 of the Canadair Regional Jet Model CL-600-2B19 Aircraft Maintenance Manual, CSP A-001, Revision 49, dated May 10, 2014.

#### **(i) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (i)(1), (i)(2), or (i)(3) of this AD, which are not incorporated by reference in this AD.

(1) Bombardier Service Bulletin 601R-55-008, dated July 12, 2013.

(2) Bombardier Service Bulletin 601R-55-008, Revision A, dated January 8, 2014.

(3) Task 55-21-27-960-802 of the Canadair Regional Jet Model CL-600-2B19 Aircraft Maintenance Manual, CSP A-001, Revision 49, dated May 10, 2014.

#### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, 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.

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

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-04, dated January 13, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0175-0002>.

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

(i) Bombardier Service Bulletin 601R-55-008, Revision B, dated March 12, 2014.

(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](mailto: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 August 15, 2014.

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



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**2014-17-05 The Boeing Company:** Amendment 39-17958; Docket No. FAA-2013-0978; Directorate Identifier 2013-NM-120-AD.

**(a) Effective Date**

This AD is effective October 8, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 767-400ER series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 767-29-0113, dated May 29, 2013.

**(d) Subject**

Air Transport Association (ATA) of America Code 29, Hydraulic Power.

**(e) Unsafe Condition**

This AD was prompted by reports of turbine wheel bursts in the air driven pump (ADP) turbine gearbox assembly (TGA), which resulted in the release of high energy fragments. We are issuing this AD to prevent fragments from an uncontained turbine wheel burst penetrating the fuselage and striking passengers, or penetrating the wing-to-body fairing and striking ground handling or maintenance personnel, causing serious injury.

**(f) Compliance**

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

**(g) Replacement of Turbine Gearbox Assembly**

Except as required by paragraph (i) of this AD: At the time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 767-29-0113, dated May 29, 2013, replace the existing ADP TGA having part number N012000000 or N012000000-1 with an improved ADP TGA having part number N012000000-2 or N012000000-3, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-29-0113, dated May 29, 2013.

Note 1 to paragraph (g) of this AD: Guidance on modifying an existing ADP TGA so it can be re-identified as part number N012000000-2 or N012000000-3 can be found in Fairchild Controls Service Bulletin N012000000-29-03, Revision 3, dated March 7, 2014.

### **(h) Parts Installation Prohibition**

As of the effective date of this AD, no person may install an ADP TGA having part number N012000000 or N012000000-1 on any airplane.

### **(i) Exception to Service Information Specifications**

Where Boeing Special Attention Service Bulletin 767-29-0113, dated May 29, 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) 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) 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**

For more information about this AD, contact Kenneth Frey, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6468; fax: 425-917-6190; email: kenneth.frey@faa.gov.

### **(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 Special Attention Service Bulletin 767-29-0113, dated May 29, 2013.

(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 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 August 15, 2014.  
Michael Kaszycki,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-17-06 Airbus:** Amendment 39-17959. Docket No. FAA-2014-0190; Directorate Identifier 2012-NM-188-AD.

**(a) Effective Date**

This AD becomes effective October 8, 2014.

**(b) Affected ADs**

This AD replaces AD 2011-17-08, Amendment 39-16772 (76 FR 53303, August 26, 2011).

**(c) Applicability**

This AD applies to Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; certificated in any category; all manufacturer serial numbers.

**(d) Subject**

Air Transport Association (ATA) of America Code 05, Periodic inspections.

**(e) Reason**

This AD was prompted by a revision of certain airworthiness limitations items (ALI) documents, which specifies more restrictive instructions and/or airworthiness limitations. We are issuing this AD to detect and correct fatigue cracking, damage, and corrosion in certain structure, which could result in reduced structural integrity of the airplane.

**(f) Compliance**

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

**(g) Retained Maintenance Program Revision**

This paragraph restates the requirements of paragraph (h) of AD 2011-17-08, Amendment 39-16772 (76 FR 53303, August 26, 2011), with no changes. Within 3 months after September 30, 2011 (the effective date of this AD 2011-17-08): Revise the maintenance program by incorporating Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 17, dated May 28, 2010. At the times specified in Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 17, dated May 28, 2010, comply with all applicable maintenance requirements and associated airworthiness limitations included in Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 17, dated May 28, 2010.

**(h) Retained Requirement: No Alternative Intervals or Limits**

This paragraph restates the requirements of paragraph (i) of AD 2011-17-08, Amendment 39-16772 (76 FR 53303, August 26, 2011), with no changes. Except as provided by paragraphs (i) and (k)(1) of this AD, after accomplishing the actions specified in paragraph (g) of this AD, no alternatives to the maintenance tasks, intervals, or limitations specified in paragraph (g) of this AD may be used.

**(i) New Maintenance or Inspection Program Revision**

(1) Within 3 months after the effective date of this AD: Revise the maintenance or inspection program, as applicable, by incorporating Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012; "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation reference 0GVLG120018/C0S, dated October 24, 2012; and "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation reference 0GVLG130002/C01, dated March 26, 2013.

(2) Comply with all applicable instructions and airworthiness limitations included in Airbus Document AI/SE M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012; "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation reference 0GVLG120018/C0S, dated October 24, 2012; and "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation reference 0GVLG130002/C01, dated March 26, 2013. The initial compliance times for the actions specified Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012; "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation reference 0GVLG120018/C0S, dated October 24, 2012; and "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," 0GVLG130002/C01, dated March 26, 2013; are at the times specified in Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012; "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation ref. 0GVLG120018/C0S, dated October 24, 2012; and "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation ref. 0GVLG130002/C01, dated March 26, 2013; or within 3 months after the effective date of this AD, whichever occurs later. Accomplishing the revision in this paragraph ends the requirements in paragraph (g) of this AD.

**(j) New Optional Compliance**

Compliance with tasks 533021-02-01, 533021-02-02, and 533021-02-03, specified in "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation ref. 0GVLG120022/C0S, dated December 21, 2012, may be used as a method of compliance to tasks 533021-01-01, 533021-01-02, 533021-01-03 specified in Section 2.2.1 and 2.2.2 of Section 2, "Airworthiness Limitations," of Airbus Document AI/SE M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012.

**(k) New Requirement: No Alternative Intervals or Limits**

Except as provided by paragraph (j) of this AD, after the maintenance or inspection program, as applicable, has been revised as required by paragraph (i) 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) under the provisions of paragraph (l)(1) of this AD.

## **(l) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, 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. AMOCs approved previously for AD 2011-17-08, Amendment 39-16772 (76 FR 53303, August 26, 2011), are approved as AMOCs for the corresponding provisions of paragraph (g) of 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 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.

## **(m) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0211, dated October 12, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0190-0002>.

## **(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.

(3) The following service information was approved for IBR October 8, 2014.

(i) Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012.

(ii) "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation ref. 0GVVLG120018/C0S, dated October 24, 2012.

(iii) "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation ref. 0GVVLG120022/C0S, dated December 21, 2012.

(iv) "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT ALI)," variation ref. 0GVVLG130002/C01, dated March 26, 2013.

(4) The following service information was approved for IBR on September 30, 2011 (76 FR 53303, August 26, 2011).

(i) Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 17, dated May 28, 2010.

(ii) Reserved.

(5) 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](mailto:airworthiness.A330-A340@airbus.com); Internet <http://www.airbus.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 August 15, 2014.

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



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**2014-17-07 Airbus:** Amendment 39-17960. Docket No. FAA-2014-0137; Directorate Identifier 2013-NM-135-AD.

**(a) Effective Date**

This AD becomes effective October 8, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the Airbus airplanes specified in paragraphs (c)(1), (c)(2), (c)(3), (c)(4), (c)(5), and (c)(6) of this AD; certificated in any category; all serial numbers.

- (1) Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
- (2) Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (3) Model A300 B4-605R and B4-622R airplanes.
- (4) Model A300 F4-605R and F4-622R airplanes.
- (5) Model A300 C4-605R Variant F airplanes.
- (6) Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of rupture of the uplock springs of the nose landing gear (NLG) and main landing gear (MLG) doors and legs. We are issuing this AD to detect and correct improper free fall extension of the MLG or NLG, which could lead to possible loss of control of the airplane on the ground, and consequent damage to the airplane and injury to occupants.

**(f) Compliance**

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

**(g) Repetitive Inspections**

Within 18 months after the effective date of this AD: Perform a detailed inspection of the uplock springs of the MLG and NLG legs and doors for broken and damaged springs, in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD. Repeat the inspection thereafter at intervals not to exceed 18 months.

- (1) Airbus Service Bulletin A300-32-0465, Revision 01, dated April 25, 2013 (for Model A300 series airplanes).

(2) Airbus Service Bulletin A300-32-6111, Revision 01, dated April 25, 2013 (for Model A300-600 series airplanes).

(3) Airbus Service Bulletin A310-32-2147, Revision 01, dated April 25, 2013 (for Model A310 series airplanes).

#### **(h) Corrective Actions**

The corrective actions required by paragraphs (h)(1), (h)(2), and (h)(3) of this AD do not constitute terminating actions for the repetitive inspections required by paragraph (g) of this AD.

(1) If, during any inspection required by paragraph (g) of this AD, one spring on the MLG or NLG door uplock is found broken or damaged, within 2 months after the inspection, replace the affected MLG or NLG door uplock, as applicable, with a serviceable part, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(2) If, during any inspection required by paragraph (g) of this AD, one spring on the MLG or NLG leg uplock is found broken or damaged, repeat the inspection required by paragraph (g) of this AD thereafter at intervals not to exceed 50 flight cycles. Replacement of any affected leg uplock, as required by paragraph (h)(2)(i) or (h)(2)(ii) of this AD, as applicable, constitutes terminating action for the repetitive inspections required by paragraph (h)(2) of this AD.

(i) If, during any inspection required by paragraph (h)(2) of this AD, the second free fall spring on the MLG or NLG leg uplock is found broken or damaged, before further flight, replace the affected MLG or NLG leg uplock, as applicable, with a serviceable part, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(ii) Within 1,000 flight cycles after doing the inspection required by paragraph (g) of this AD during which the spring has been found broken, replace the affected MLG or NLG leg uplock, as applicable, with a serviceable part, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(3) If, during any inspection required by paragraph (g) of this AD, two free fall springs on the same MLG or NLG leg uplock are found broken or damaged, before further flight, replace the affected MLG or NLG leg uplock, as applicable, with a serviceable part, in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

#### **(i) Credit for Previous Actions**

This paragraph provides credit for the applicable actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using the applicable service information identified in paragraph (i)(1), (i)(2), or (i)(3) of this AD.

(1) Airbus Service Bulletin A300-32-0465, dated July 20, 2012, which is not incorporated by reference in this AD.

(2) Airbus Service Bulletin A300-32-6111, dated July 20, 2012, which is not incorporated by reference in this AD.

(3) Airbus Service Bulletin A310-32-2147, dated July 20, 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, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your

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

(2) 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 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.

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

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0150, dated July 16, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0137-0002>.

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

(i) Airbus Service Bulletin A300-32-0465, Revision 01, dated April 25, 2013.

(ii) Airbus Service Bulletin A300-32-6111, Revision 01, dated April 25, 2013.

(iii) Airbus Service Bulletin A310-32-2147, Revision 01, dated April 25, 2013.

(3) 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](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, 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 August 15, 2014.

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



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**2014-17-10 Airbus:** Amendment 39-17963. Docket No. FAA-2014-0588; Directorate Identifier 2014-NM-150-AD.

**(a) Effective Date**

This AD becomes effective September 12, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

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

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

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of spurious terrain ahead warning system (TAWS) alerts during approach and takeoff. We are issuing this AD to prevent spurious TAWS alerts, which could increase flightcrew workload during critical landing or take off phases, and result in reduced control of the airplane.

**(f) Compliance**

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

**(g) T3CAS On-Ground Power Cycle**

For airplanes equipped with a Transponder, Terrain and Traffic Collision Avoidance System (T3CAS) unit having a part number and associated software standard identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Within 30 days after the effective date of this AD, do an on-ground power cycle (reset) of the T3CAS, in accordance with the instructions of Airbus Alert Operators Transmission A34N004-13, Revision 01, dated March 19, 2014. Repeat the on-ground power cycle thereafter at intervals not to exceed 120 hours of continuous power of the T3CAS.

- (1) Part number 9005000-10000 and software standard 1.0.
- (2) Part number 9005000-10101 and software standard 1.1.

(3) Part number 9005000-10202 and software standard 1.2.

#### **(h) Airplanes Excluded From Power-Cycle Requirements**

Airplanes on which Airbus modification 39146, 152980, or 154341 has not been incorporated in production are not affected by the requirements of paragraph (g) of this AD, provided no T3CAS unit having a part number and associated software standard identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD is installed on that airplane.

#### **(i) Parts Installation Limitation**

As of the effective date of this AD, installation on an airplane of a T3CAS unit having a part number and software standard as identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD is acceptable, provided the conditions specified in both paragraphs (i)(1) and (i)(2) of this AD are met.

(1) After installation of the T3CAS unit, the unit is repetitively power cycled as required by paragraph (g) of this AD.

(2) The T3CAS unit has accumulated less than 120 hours of continuous power.

#### **(j) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

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

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0174, dated July 23, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0588.

#### **(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.

(i) Airbus Alert Operators Transmission A34N004-13, Revision 01, dated March 19, 2014.

(ii) Reserved.

(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.airworth-eas@airbus.com](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, 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 August 19, 2014.

Kevin Hull,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2014-18-02 The Boeing Company:** Amendment 39-17966; Docket No. FAA-2014-0623; Directorate Identifier 2014-NM-139-AD.

**(a) Effective Date**

This AD is effective September 22, 2014.

**(b) Affected ADs**

This AD replaces AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014).

**(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, line numbers (LNs) 1 through 3132 inclusive.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE ([http://rgl.faa.gov/RegulatoryandGuidanceLibraryrgstc.nsf/0be866b732f6cf31086257b9700692796\\$FILEST01219SE.pdf](http://rgl.faa.gov/RegulatoryandGuidanceLibraryrgstc.nsf/0be866b732f6cf31086257b9700692796$FILEST01219SE.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 three reports of severe corrosion in the area affected by AD 2002-10-11, Amendment 39-12757 (67 FR 36085, May 23, 2002). We are issuing this AD to detect and correct corrosion or cracking of the aft pressure bulkhead, which could result in loss of the aft pressure bulkhead web and stiffeners, and consequent rapid decompression of the airplane.

**(f) Compliance**

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

**(g) Retained Initial Aft Pressure Bulkhead Inspection**

This paragraph restates the requirements of paragraph (g) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with no changes. For Model 737 series airplanes having LNs 1 through 929 inclusive, with more than 20,000 hours time-in-service or 7 years since date of manufacture, whichever occurs first: Within 120 days after January 20, 1986 (the effective date of AD 84-20-03 R1, Amendment 39-5183 (50 FR 51235, December 16, 1985)), unless already accomplished within 21 months before January 20, 1986, visually inspect the body station (BS) 1016

pressure bulkhead, including inspecting for cracking and corrosion of the pressure bulkhead, and for debris in the drain path in the chord frame, according to Boeing Alert Service Bulletin 737-53A1075, Revision 1, dated September 2, 1983; Revision 2, dated July 13, 1984; or Revision 3, dated June 8, 2000. Remove any obstruction to the drain hole in the frame chord and replace any deteriorated leveling compound, as noted in Boeing Alert Service Bulletin 737-53A1075, Revision 1, dated September 2, 1983; Revision 2, dated July 13, 1984; or Revision 3, dated June 8, 2000. Treat the area of inspection with corrosion inhibitor Boeing Material Specification (BMS) 3-23, or equivalent. After June 8, 2000 (the effective date of AD 2014-05-02), use only Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000, to do the actions required by this paragraph.

#### **(h) Retained Drain Hole Enlargement**

This paragraph restates the requirements of paragraph (h) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with no changes. For airplanes identified in paragraph (g) of this AD: Within 1 year after January 20, 1986 (the effective date of AD 84-20-03 R1, Amendment 39-5183 (50 FR 51235, December 16, 1985)), accomplish the drain hole enlargement as shown in Boeing Alert Service Bulletin 737-53A1075, Revision 1, dated September 2, 1983; Revision 2, dated July 13, 1984; or Revision 3, dated June 8, 2000. After April 8, 2014 (the effective date of AD 2014-05-02), use only Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000, to do the actions required by this paragraph.

#### **(i) Retained Corrective Action**

This paragraph restates the requirements of paragraph (i) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with no changes. If cracking or corrosion is found during any inspection required by paragraph (g) or (j) of this AD: Before further flight, repair according to paragraph (i)(1) or (i)(2) of this AD, as applicable.

(1) If the inspection was done before April 8, 2014 (the effective date of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014)): Repair according to Boeing Alert Service Bulletin 737-53A1075, Revision 1, dated September 2, 1983; Revision 2, dated July 13, 1984; or Revision 3, dated June 8, 2000; or according to a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(2) If the inspection was done on or after April 8, 2014 (the effective date of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014)): Repair using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

#### **(j) Retained Repetitive Visual Inspections of Aft Pressure Bulkhead**

This paragraph restates the requirements of paragraph (j) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with no changes. For airplanes identified in paragraph (g) of this AD: Repeat the visual inspections and corrosion inhibitor treatment specified in paragraph (g) of this AD at intervals not to exceed 2 years. Accomplishment of the initial aft pressure bulkhead inspection required by paragraph (k) of this AD terminates the inspection required by this paragraph.

#### **(k) Retained Aft Pressure Bulkhead Detailed Inspection**

This paragraph restates the requirements of paragraph (k) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with clarification for repaired areas. Do a detailed inspection

for cracking or corrosion of the aft pressure bulkhead at BS 1016 (including the forward and aft sides of the pressure web, forward and aft sides of the pressure chord, pressure chord radius, forward and aft sides of the angle stiffener, forward and aft chord, stringer end fitting, system penetration doublers, channel stiffeners and fasteners, "Z" stiffeners and fasteners, and fasteners common to the pressure chord and pressure web), according to Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000. Do this inspection at the applicable time shown in paragraph (k)(1), (k)(2), or (k)(3) of this AD. For repaired areas, this inspection may be accomplished without removal of the repairs.

(1) For airplanes on which an inspection has previously been done according to the requirements of paragraph (g) of this AD: Do the inspection within 2 years since the most recent inspection according to paragraph (g) or (j) of this AD, as applicable. For the airplanes identified in paragraph (g) of this AD, accomplishment of the inspection required by paragraph (k) of this AD terminates the inspections for cracking and corrosion required by paragraph (j) of this AD.

(2) For airplanes having L/Ns 930 through 1042 inclusive, on which an inspection has not previously been done according to paragraph (g) of this AD: Do the inspection within 2 years after June 27, 2002 (the effective date AD 2002-10-11, Amendment 39-12757 (67 FR 36085, May 23, 2002)).

(3) For airplanes having L/Ns 1043 through 3132 inclusive, on which an inspection has not previously been done according to paragraph (g) of this AD: Do the inspection within 6 years since the airplane's date of manufacture, or within 2 years after June 27, 2002 (the effective date AD 2002-10-11, Amendment 39-12757 (67 FR 36085, May 23, 2002)), whichever occurs later.

#### **(l) Retained Repetitive Detailed Inspections of Aft Pressure Bulkhead**

This paragraph restates the requirements of paragraph (l) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with revised compliance times in paragraph (l)(2) of this AD. Repeat the inspection in paragraph (k) of this AD at the applicable time shown in paragraph (l)(1) or (l)(2) of this AD.

(1) For airplanes having L/Ns 1 through 1042 inclusive: Repeat the inspection thereafter at intervals not to exceed 2 years.

(2) For airplanes having L/Ns 1043 through 3132 inclusive: Repeat the inspection within 2 years since the last inspection or within 120 days after April 8, 2014 (the effective date of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014)), whichever occurs later. Repeat the inspection thereafter at intervals not to exceed 2 years.

#### **(m) Retained Repair**

This paragraph restates the requirements of paragraph (m) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with no changes. If any corrosion or cracking is found during any inspection according to paragraph (k) or (l) of this AD: Do the applicable action specified in paragraph (m)(1) or (m)(2) of this AD.

(1) If the inspection was done prior to April 8, 2014 (the effective date of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014)): Before further flight, repair according to Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000. Exception: If corrosion or cracking of the web and stiffeners is outside the limits specified in Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000, or if corrosion or cracking is found in any structure not covered by the repair instructions in Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000, before further flight, repair according to a method approved by the Manager, Seattle ACO; or per data meeting the type certification basis of the airplane approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) who has been authorized by the Manager, Seattle ACO, to make such findings. For a repair method to be approved by the

Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(2) On or after April 8, 2014 (the effective date of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014)), if any corrosion or cracking is found during any inspection required by this AD: Before further flight, repair the corrosion or cracking using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

#### **(n) Retained Repetitive Drain Path Inspections**

This paragraph restates the requirements of paragraph (n) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with no changes. For airplanes having L/N 1 through 3132 inclusive: Within 2 years since the last inspection in accordance with paragraph (k) of this AD or within 2 years after April 8, 2014 (the effective date of AD 2014-05-02), whichever occurs later: Do a general visual inspection of the drain path in the chord frame for debris, in accordance with Figure 2, Steps 1 through 6, of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000. Remove any obstruction to the drain hole in the frame chord and replace any deteriorated leveling compound. Treat the area of inspection with corrosion inhibitor BMS 3-23, or equivalent, as specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000. Repeat the actions required by this paragraph at intervals not to exceed 2 years. Do all actions required by this paragraph in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000. For the purposes of this AD, a general visual inspection is a visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

#### **(o) Retained Optional Repetitive Aft Pressure Bulkhead Inspections and Corrective Action**

This paragraph restates the requirements of paragraph (o) of AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014), with clarification for repaired areas. For airplanes having L/Ns 1043 through 3132 inclusive: In lieu of performing the first inspection after April 8, 2014 (the effective date of AD 2014-05-02), required by paragraph (l)(2) of this AD, operators may do the actions specified in this paragraph. Within 2 years from the most recent aft pressure bulkhead inspection done as specified in the service information identified in paragraph (o)(1), (o)(2), or (o)(3) of this AD, or within 120 days after April 8, 2014, whichever occurs later: Do a detailed inspection for cracking or corrosion of the aft side of the aft pressure bulkhead at BS 1016 (including the aft sides of the pressure web, aft sides of the pressure chord, pressure chord radius, aft chord, stringer end fitting, system penetration doublers, and fasteners common to the pressure chord and pressure web), in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000. For repaired areas, this inspection may be accomplished without removal of the repairs. If any corrosion or cracking is found: Before further flight, repair the corrosion or cracking using a method approved in accordance with the procedures specified in paragraph (p) of this AD. Repeat the inspection thereafter at intervals not to exceed 90 days for a period not to exceed 2 years, until the actions required by paragraph (l)(2) of this AD are accomplished.

- (1) Boeing Alert Service Bulletin 737-53A1075, Revision 1, dated September 2, 1983.
- (2) Boeing Alert Service Bulletin 737-53A1075, Revision 2, dated July 13, 1984.
- (3) Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000.

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

(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (q) 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 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 2002-10-11, Amendment 39-12757 (67 FR 36085, May 23, 2002), are approved as AMOCs for the corresponding provisions of this AD.

(5) AMOCs approved previously in accordance with AD 2014-05-02, Amendment 39-17775 (79 FR 12045, March 4, 2014)), are approved as AMOCs for the corresponding provisions of this AD.

**(q) Related Information**

For more information about this AD, contact Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6450; fax: 425-917-6590; email: alan.pohl@faa.gov.

**(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 the AD specifies otherwise.

(3) The following service information was approved for IBR on June 27, 2002 (67 FR 36085, May 23, 2002).

(i) Boeing Alert Service Bulletin 737-53A1075, Revision 1, dated September 2, 1983.

(ii) Boeing Alert Service Bulletin 737-53A1075, Revision 2, dated July 13, 1984.

(iii) Boeing Alert Service Bulletin 737-53A1075, Revision 3, dated June 8, 2000.

(4) 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>.

(5) 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.

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

Issued in Renton, Washington, on August 22, 2014.

Kevin Hull,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.