# FEDERAL AVIATION ADMINISTRATION
# AIRWORTHINESS DIRECTIVES

## LARGE AIRCRAFT

## BIWEEKLY 2013-15

*7/15/2013 - 7/28/2013*

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

# CHANGE OF ADDRESS NOTICE

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

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

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

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

# LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
| Information Key: E - Emergency; COR - Correction; S - Supersedes | | | |
| **Biweekly 2013-01** | | | |
| 2012-25-09 | | Rolls-Royce plc | RB211-524G2-19; RB211-524G2-T-19; RB211-524G3-19; RB211-524G3-T-19; RB211-524H2-19; RB211-524H2-T-19; RB211-524H-36; RB211-524H-T-36; RB211-535E4-37; RB211-535E4-B-37; RB211-535E4-B-75; and RB211-535E4-C-37 turbofan engines |
| 2012-26-01 | | Saab AB, Saab Aerosystems | SAAB 2000 |
| 2012-26-02 | S 2005-13-27 | Boeing | 737-300, -400, and -500 series |
| 2012-26-03 | | Airbus | A330-202, -203, -223, -243, -302, -323, -342, -343, and A340-313 |
| 2012-26-05 | | Airbus | A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, 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 |
| 2012-26-08 | | Pratt & Whitney Canada Corp | PW118, PW118A, PW118B, PW119B, PW119C, PW120, PW120A, PW121, PW121A, PW123, PW123B, PW123C, PW123D, PW123E, PW123AF, PW124B, PW125B, PW126A, PW127, PW127E, PW127F, PW127G, and PW127M turboprop engines |
| 2012-26-14 | | Rolls-Royce Deutschland Ltd & Co KG | BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines |
| 2012-26-15 | | Honeywell International Inc | See AD |
| 2012-26-51 | | Airbus | A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-111, -211, -212, -214, -231, -232, -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2012-27-01 | | Rolls-Royce Deutschland Ltd & Co KG | Tay 620-15 turbofan engines |
| **Biweekly 2013-02** | | | |
| 2012-25-13 | | The Boeing Company | 747-100, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400F, and 747SR series |
| 2012-26-04 | S 2008-05-10 | The Boeing Company | 757-200, -200PF, and -200CB series |
| 2013-01-02 | S 2009-22-08 | 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; and Model 757-200, -200PF, and -300 series |
| 2013-01-03 | | The Boeing Company | 737-300, -400, and -500; and Model 757-200 series |
| 2013-02-03 | | Rolls-Royce plc | RB211-Trent 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 turbofan engines |
| 2013-02-51 | | The Boeing Company | 787-8 |
| **Biweekly 2013-03** | | | |
| 2013-02-02 | | CFM International, S.A. | CFM56-3, CFM56-3B, and CFM56-3C turbofan engines |
| 2013-02-04 | | 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 engines |
| 2013-02-05 | | The Boeing Company | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2013-02-06 | | Engine Alliance | GP7270 and GP7277 turbofan engines |
| 2013-02-07 | | The Boeing Company | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2013-02-08 | | Bombardier, Inc | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2013-02-09 | | BAE SYSTEMS (OPERATIONS) LIMITED | BAe 146-100A, -200A, -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2013-02-10 | | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313 |
| 2013-02-11 | | Airbus | A310-203 |
| 2013-02-12 | | EADS CASA | CN-235, CN-235-100, CN-235-200, and CN-235-300 |

# LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
| Information Key: E - Emergency; COR - Correction; S - Supersedes | | | |
| **Biweekly 2013-04** | | | |
| 2013-02-51 | | The Boeing Company | 787-8 |
| 2013-03-05 | | 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 |
| 2013-03-07 | | Hawker Beechcraft Corporation | 400A |
| 2013-03-08 | | Bombardier, Inc. | CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R Variants), and CL-600-2B16 (CL-604 Variants) |
| 2013-03-11 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2013-03-12 | | Dassault Aviation | Mystere-Falcon 50 |
| 2013-03-13 | | 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 |
| 2013-03-17 | | Rolls-Royce Deutschland Ltd & Co KG | RRD BR700-710A1-10, BR700-710A2-20, and BR700-710C4-11 engines |
| 2013-03-19 | S 2001-17-20 | The Boeing Company | 707-100 long body, -200, -100B long body, -100B short body series, 707-300, -300B, -300C, -400 series, 720 and 720B series |
| 2013-03-20 | | The Boeing Company | 757-200, -200PF, -200CB, and -300 series |
| 2013-03-23 | | Gulfstream Aerospace LP | G150 |
| 2013-04-01 | S 2011-13-01 | Rolls-Royce plc | RB211-524D4-19, -524D4-B-19, -524D4-39, -524D4-B-39, -524D4X-19, -524D4X-B-19, -524H-36, -524H2-19, -524H-T-36, -524H2-T-19, -524G2-19, -524G3-19, -524G2-T-19, and -524G3-T-19 turbofan engines |
| 2013-04-05 | | The Boeing Company | 737-200, -200C, -300, -400, and -500 series |
| **Biweekly 2013-05** | | | |
| 2012-25-03 | Cor | The Boeing Company | 757-200, -200PF, -200CB series, and 757-300 |
| 2013-03-06 | | Airbus | A330-223F, -243F, 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 |
| 2013-04-03 | | Cessna Aircraft Company | 750 |
| 2013-04-07 | | Bombardier, Inc. | DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 |
| 2013-04-10 | | Airbus | A310-203, -204, -222, -304, -322, and -324 |
| 2013-04-11 | | The Boeing Company | 737-600, -700, -800, and -900ER series |
| 2013-04-12 | | Airbus | A310-204, -222, -304, -322, and -324 |
| 2013-04-13 | | BAE SYSTEMS (OPERATIONS) LIMITED | BAe 146-100A, -200A, and -300A airplanes; and Model Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A |
| 2013-05-02 | | The Boeing Company | DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 |
| **Biweekly 2013-06** | | | |
| 2013-03-06 | | Airbus | A330-223F, -243F, 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 |
| 2013-03-22 | | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2013-04-14 | | Airbus | A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 |
| 2013-05-02 | | The Boeing Company | DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 |
| 2013-05-03 | | The Boeing Company | 777-200, -200LR, -300, and -300ER series |
| 2013-05-05 | | The Boeing Company | 777-200, -200LR, -300, and -300ER series |
| 2013-05-06 | | Bombardier, Inc. | CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) |
| 2013-05-07 | | The Boeing Company | 767-200, -300, -300F, and -400ER series |
| 2013-05-09 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A330-223F, -243F, A340-211, -212, -213, -311, -312, and -313 |
| 2013-05-13 | | Rolls-Royce Deutschland Ltd & Co KG | BR700-710A1-10, BR700-710A2-20, and BR700-710C4-11 turbofan engines |

# LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
| Information Key: E - Emergency; COR - Correction; S - Supersedes | | | |
| 2013-05-18 | S 2012-02-04 | Rolls-Royce plc | RB211 Trent 553-61, RB211 Trent 553A2-61, RB211 Trent 556-61, RB211 Trent 556A2-61, RB211 Trent 556B-61, RB211 Trent 556B2-61, RB211 Trent 560-61, and RB211 Trent 560A2-61 turbofan engine |
| 2013-05-19 | | Rolls-Royce Deutschland Ltd & Co KG | Tay 611-8 turbofan engines |
| 2013-05-20 | | Rolls-Royce Deutschland Ltd & Co KG | Spey 511-8 turbojet engines |
| 2013-06-01 | | Rolls-Royce Deutschland Ltd & Co KG | Tay 620-15 and Tay 650-15 turbofan engines |
| **Biweekly 2013-07** | | | |
| 2013-05-10 | | The Boeing Company | 777-200, -200LR, -300, -300ER, and 777F series |
| 2013-05-12 | | 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 IGW, ERJ 190-200 STD, -200 LR, -200 IGW, and ERJ 190-100 ECJ |
| 2013-06-03 | | Airbus | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 |
| 2013-06-05 | | The Boeing Company | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2013-06-06 | | General Electric Company | CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5A2, CF34-8C5A3, CF34-8C5B1, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6, and CF34-8E6A1 turbofan engines |
| **Biweekly 2013-08** | | | |
| 2013-04-04 | S 2008-13-20 | The Boeing Company | 757-200, -200CB, -200PF, and -300 series |
| 2013-05-04 | | 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 |
| 2013-07-02 | | Airbus | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, and -233 |
| 2013-07-03 | | Airbus | A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and A340-642 |
| 2013-07-04 | S 2007-05-13 | Airbus | 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 |
| 2013-07-07 | | The Boeing Company | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2013-07-08 | | The Boeing Company | 757-200, 757-200PF, 757-200CB, 757-300 series |
| 2013-07-09 | | The Boeing Company | 737-700, -700C, -800, -900ER, 747-400F, 767-200 and -300 series |
| 2013-07-10 | | International Aero Engines | V2525-D5 and V2528-D5 turbofan engines |
| 2013-07-11 | S 2009-24-08 | The Boeing Company | 777-200, -200LR, -300, and -300ER series |
| 2013-07-13 | | Dassault Aviation | Falcon 7X |
| 2013-08-02 | S 2007-26-05 | The Boeing Company | 777-200, -200LR, -300, and -300ER series |
| 2013-08-03 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313 |
| 2013-08-08 | | The Boeing Company | 737-600 series |
| 2013-08-09 | | The Boeing Company | 777-200, -200LR, -300, -300ER, and 777F series |

# LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
| Information Key: E - Emergency; COR - Correction; S - Supersedes | | | |
| **Biweekly 2013-09** | | | |
| 2013-08-10 | | Kelowna Flightcraft R & D Ltd. | 340 and 440 |
| 2013-08-11 | | The Boeing Company | 737-900 and -900ER series |
| 2013-08-12 | | The Boeing Company | 787-8 |
| 2013-08-13 | | The Boeing Company | 767-300 series |
| 2013-08-15 | | The Boeing Company | 737-800 series |
| 2013-08-16 | | The Boeing Company | 737-700 and -700C series |
| 2013-08-18 | | The Boeing Company | 737-600, -700, -700C, -800, -900 and -900ER series |
| 2013-08-20 | S 2000-04-14 | General Electric Company | CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B5F/B6/B1F/B2F/B4F/B6F/B7F/D1F turbofan engines |
| 2013-08-23 | | The Boeing Company | DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F |
| **Biweekly 2013-10** | | | |
| 2012-18-13 R1 | | The Boeing Company | 737-100, -200, -200C, -300, -400, and -500 series |
| 2013-05-08 | | Airbus | A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -, A340-211, -212, -213, -311, -312, and -313 |
| 2013-08-01 | | The Boeing Company | 737-600, -700, -700C, -800, -900, and -900ER series |
| 2013-09-01 | S 2003-08-15 | The Boeing Company | 737-200, -200C, -300, -400, and -500 series |
| 2013-09-02 | S 2000-25-07 S 2002-05-07 | The Boeing Company | 737-100, -200, -200C, -300, -400, and -500 series |
| 2013-09-07 | | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2013-09-08 | | The Boeing Company | 737-300, -400, and -500 series |
| 2013-10-02 | S 2003-18-05 | The Boeing Company | 757-200 and -200PF series |
| 2013-10-52 | E | General Electric Company | GE90-110B1 and GE90-115B turbofan engines |
| **Biweekly 2013-11** | | | |
| 2013-09-08 | COR | The Boeing Company | 737-300, -400, and -500 series |
| 2013-09-10 | S 2000-07-06 | The Boeing Company | 737-100, -200, -200C, -300, -400, and -500 series |
| 2013-09-11 | | Cessna Aircraft Company | 500, 501, 550, 551, S550, 560, 560XL, and 650 |
| 2013-10-03 | S 2010-02-10 | 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 |
| 2013-10-06 | | Airbus | A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642 |
| 2013-10-07 | | Airbus | A300 B4-601, B4-603, B4-620, B4-605R, and B4-622R |
| 2013-11-03 | | Bombardier, Inc. | CL-215-1A10 and CL-215-6B11 (CL-215T Variant) |
| **Biweekly 2013-12** | | | |
| 2013-11-04 | | The Boeing Company | 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, 747SP, 767-200, -300, -300F, -400ER, 777-200, -200LR, -300, and -300ER series |
| 2013-11-06 | | Dassault Aviation | Mystere-Falcon 900 and Falcon 900EX |
| 2013-11-07 | | Embraer S.A. | ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW |
| 2013-11-12 | | Bombardier, Inc. | BD-100-1A10 (Challenger 300) |
| 2013-11-13 | | Rolls-Royce plc | Viper Mk. 601-22 turbojet engines |
| 2013-11-14 | | The Boeing Company | 777-200 and -300 series |
| 2013-12-02 | | Engine Alliance | GP7270 and GP7277 turbofan engines |
| 2013-12-03 | | Rolls-Royce Deutschland Ltd & Co KG | BR700-725A1-12 turbofan engines |

# LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
| Information Key: E - Emergency; COR - Correction; S - Supersedes | | | |
| **Biweekly 2013-13** | | | |
| 2013-01-01 | S 2011-23-08 | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2013-05-11 | S 2010-23-07 | 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 |
| 2013-09-04 | | Bombardier, Inc | DHC-8-400, -401, and -402 |
| 2013-10-52 | | General Electric Company | GE90-110B1 and GE90-115B turbofan engines |
| 2013-11-16 | | Hawker Beechcraft Corporation | BAe.125 Series 800A (including C-29A and U-125), 800B, Hawker 800 (including variant U-125A) and 800XP |
| 2013-12-01 | | Rolls-Royce plc | RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines |
| 2013-13-05 | | The Boeing Company | 747SP, 747-100B SUD, and 747-300 |
| **Biweekly 2013-14** | | | |
| 2010-17-11R1 | | Dowty Propellers | R408/6-123-F/17 model propellers |
| 2013-09-03 | | Dassault Aviation | Falcon 2000, Falcon 2000EX, Mystere-Falcon 50, Mystere-Falcon 900 and Falcon 900EX |
| 2013-11-17 | S 2010-14-14 | 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 |
| 2013-13-03 | | Airbus | A319-112, -113, -132, A320-211, -212, -214, -231, -232, A321-111 and -131 |
| 2013-13-04 | | Airbus | A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232 |
| 2013-13-09 | | Learjet Inc. | 60 |
| 2013-13-11 | | The Boeing Company | 747-400, -400D, and -400F series |
| 2013-14-51 | | General Electric Company | GE90-110B1 and GE90-115B turbofan engines |
| **Biweekly 2013-15** | | | |
| 2013-13-08 | S 2009-18-02 | The Boeing Company | 767-200, -300, -300F, and -400ER series |
| 2013-13-15 | S 87-02-07 | The Boeing Company | 737-100, -200, -200C, and -300 series |
| 2013-13-17 | S 2011-13-08 | Bombardier, Inc. | DHC-8-400, -401, and -402 |
| 2013-14-02 | | The Boeing Company | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series |
| 2013-14-03 | | The Boeing Company | 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series |
| 2013-14-05 | | The Boeing Company | 747-400 and 747-400F series |
| 2013-14-07 | | Learjet | 45 |
| 2013-14-11 | | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) |
| 2013-15-04 | | Hartzell Propeller, Inc. | HC-(1,D)2(X,V,MV)20-7, HC-(1,D)2(X,V,MV)20-8, and HC-(1,D)3(X,V,MV)20-8 propellers |
| 2013-15-07 | | The Boeing Company | 787-8 |

**2013-13-08 The Boeing Company:** Amendment 39-17496; Docket No. FAA-2012-0864; Directorate Identifier 2011-NM-023-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective August 20, 2013.

**(b) Affected ADs**

This AD supersedes AD 2009-18-02, Amendment 39-15998 (74 FR 43621, August 27, 2009).

**(c) Applicability**

(1) This AD applies to The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes; certificated in any category; as identified in Boeing Service Bulletin 767-57A0100, Revision 3, dated July 28, 2011; and Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011.

(2) Installation of Supplemental Type Certificate (STC) ST01920SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027F43B9A7486E86257B1D006591EE?OpenDocument&Highlight=st01920se) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent possible ignition sources in the auxiliary (center) fuel tank, main fuel tanks, and surge tanks caused by a wiring short or lightning strike, which could result in fuel tank explosions and consequent loss of the airplane.

**(f) Compliance**

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

**(g) Retained Fastener Sealant Application**

This paragraph restates the requirements of paragraph (f) of AD 2009-18-02, Amendment 39-15998 (74 FR 43621, August 27, 2009), with revised service information. For airplanes identified in Boeing Service Bulletin 767-57A0100, Revision 01, dated June 19, 2008: Within 60 months after

October 1, 2009 (the effective date of AD 2009-18-02), do the actions in paragraph (g)(1) or (g)(2) of this AD, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0100, Revision 01, dated June 19, 2008; or Boeing Service Bulletin 767-57A0100, Revision 3, dated July 28, 2011. As of the effective date of this AD, only Boeing Service Bulletin 767-57A0100, Revision 3, dated July 28, 2011, may be used to accomplish the requirements of this paragraph.

(1) For Groups 1 and 2 airplanes: Seal the ends of the fasteners on the brackets that hold the vortex generators, and seal the ends of the fasteners on certain stiffeners on the rear spar, as applicable.

(2) For Group 3 airplanes: Do a detailed inspection to determine the method of attachment of the vortex generators and, before further flight, do all applicable specified corrective actions.

**(h) Retained Wire Bundle Sleeve and Clamp Installation and Fastener Sealant Application**

This paragraph restates the requirements of paragraph (g) of AD 2009-18-02, Amendment 39-15998 (74 FR 43621, August 27, 2009), with revised service information. For airplanes identified in Boeing Service Bulletin 767-57A0102, Revision 01, dated November 27, 2007: Within 60 months after October 1, 2009 (the effective date of AD 2009-18-02), do the actions specified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD, as applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0102, Revision 01, dated November 27, 2007; or Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011. As of the effective date of this AD, only Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011, may be used to accomplish the actions required by this paragraph.

(1) Change the wire bundle clamp configurations at specified locations on the fuel tank walls.

(2) Seal the fasteners and certain stiffeners at specified locations in the fuel tank.

(3) Do a detailed inspection of the sealant of the fasteners in the auxiliary tank center bay and rib 28 of the left and right main fuel tanks. Seal any unsealed fasteners before further flight.

**(i) Definition**

This paragraph restates the information specified in Note 1 of AD 2009-18-02, Amendment 39-15998 (74 FR 43621, August 27, 2009). For the purposes of this AD, a detailed inspection is: An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.

**(j) Compliance Time for New Wire Bundle Sleeve and Clamp Installation and Fastener Sealant Application for Newly Added Airplanes**

For airplanes identified in Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011, but not identified in paragraph (h) of this AD: Do the actions required by paragraph (h) of this AD within 60 months after the effective date of this AD.

**(k) New Inspection and Sleeve Installation**

For airplanes identified as Groups 1 and 2 in Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011: Within 60 months after the effective date of this AD, do a general visual inspection of the clamp location on the rear spar to determine whether a polytetrafluoroethylene (TFE) sleeve is installed between the clamp and the plastic convoluted tube, in accordance with Work Package 13 of the Accomplishment Instructions of Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011.

(1) If a TFE sleeve is not installed between the clamp and the plastic convoluted tubing, before further flight, install a TFE sleeve, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011.

(2) If a TFE sleeve is installed between the clamp and the plastic convoluted tubing, no more work is required by this paragraph.

**(l) Credit for Previous Actions**

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 767-57A0100, dated August 21, 2006, which is not incorporated by reference in this AD; Revision 1, dated June 19, 2008; or Revision 2, dated May 20, 2010, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for the actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 767-57A0102, Revision 1, dated November 27, 2007; Revision 2, dated January 7, 2010, which is not incorporated by reference in this AD; or Revision 3, dated December 2, 2010, which is not incorporated by reference in this AD.

**(m) 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 the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(3) AMOCs approved previously in accordance with AD 2009-18-02, Amendment 39-15998 (74 FR 43621, August 27, 2009), are approved as AMOCs for the corresponding provisions of this AD.

**(n) Related Information**

(1) For more information about this AD, contact Rebel Nichols, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6509; fax: 425-917-6590; email: rebel.nichols@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the address specified in paragraph (o)(5) of this AD. 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. You may review copies of the referenced 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.

**(o) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on August 20, 2013.

(i) Boeing Service Bulletin 767-57A0100, Revision 3, dated July 28, 2011.

(ii) Boeing Service Bulletin 767-57A0102, Revision 4, dated September 20, 2011.

(4) The following service information was approved for IBR on October 1, 2009, (74 FR 43621, August 27, 2009).

(i) Boeing Service Bulletin 767-57A0100, Revision 01, dated June 19, 2008.

(ii) Boeing Service Bulletin 767-57A0102, Revision 01, dated November 27, 2007.

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

(6) You may view this service information at FAA, 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 June 13, 2013.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

**2013-13-15 The Boeing Company:** Amendment 39-17503; Docket No. FAA-2013-0302; Directorate Identifier 2013-NM-019-AD.

**(a) Effective Date**

This AD is effective August 20, 2013.

**(b) Affected ADs**

This AD supersedes AD 87-02-07, Amendment 39-5506 (Docket No. 86-NM-175-AD; 52 FR 518, January 7, 1987).

**(c) Applicability**

This AD applies to The Boeing Company Model 737-100, -200, -200C, and -300 series airplanes, certified in any category, as identified in Boeing Service Bulletin 737-28-1286, dated January 10, 2012.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by reports of standard access doors installed where impact-resistant access doors are required, and reports of impact-resistant doors without stencils. We are issuing this AD to prevent foreign object penetration of the wing tank, which could lead to a fuel leak near ignition sources (engine, hot brakes), consequently leading to a fuel-fed fire.

**(f) Compliance**

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

**(g) Inspection and Corrective Actions**

Within 72 months after the effective date of this AD: Do a general visual inspection of the left-wing and right-wing fuel tank access doors to determine that impact-resistant access doors are installed in the correct locations, and an inspection for proper application of stencils and index markers of impact-resistant access doors; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-28-1286, dated January 10, 2012. Do all applicable corrective actions before further flight.

**(h) Maintenance Program Revision**

Within 60 days after the effective date of this AD, revise the maintenance program to incorporate Airworthiness Limitation (AWL) 57-AWL-01, Impact-Resistant Fuel Access Doors, as specified in Section C., Airworthiness Limitations (AWLs)–Fuel Systems, of the Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2012.

**(i) No Alternative Critical Design Configuration Control Limitations (CDCCLs)**

After accomplishing the revision required by paragraph (h) of this AD, no alternative CDCCLs may be used unless the CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j) 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 the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

**(k) Related Information**

For more information about this AD, contact Suzanne Lucier, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6438; fax: 425-917-6590; email: suzanne.lucier@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 Service Bulletin 737-28-1286, dated January 10, 2012.

(ii) Boeing 737-100/200/200C/300/400/500 Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), Document D6-38278-CMR, Revision August 2012.

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

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

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

Issued in Renton, Washington, on June 21, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

**2013-13-17 Bombardier, Inc.:** Amendment 39-17505. Docket No. FAA-2012-1222; Directorate Identifier 2012-NM-134-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective August 26, 2013.

**(b) Affected ADs**

This AD supersedes AD 2011-13-08, Amendment 39-16731 (76 FR 37253, June 27, 2011).

**(c) Applicability**

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes; certificated in any category; having serial numbers (S/Ns) 4001 through 4334 inclusive, and 4336.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of replacement of several elevator power control units (PCUs) due to worn swaged bearings located in the elevator PCU tailstock. We are issuing this AD to detect and correct excessive free-play of the swaged bearings, which could lead to excessive airframe vibrations and difficulties in pitch control, and consequent loss of controllability of the airplane.

**(f) Compliance**

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

**(g) Retained Free-Play Check With Revised Service Information**

This paragraph restates the requirements of paragraph (g) of AD 2011-13-08, Amendment 39-16731 (76 FR 37253, June 27, 2011), with revised service information. For airplanes identified in paragraph (c) of this AD, except airplanes having S/N 4305 through 4334 inclusive, and 4336: At the applicable time specified in paragraphs (g)(1) and (g)(2) of this AD, perform a free-play check for any shaft swaged bearing having part number (P/N) MS14103-7 that is installed in the tailstock end of each elevator PCU (three PCUs per elevator surface) having P/Ns 390600-1007 and 390600-1009, in accordance with paragraph 3.B., Part A, of Bombardier Service Bulletin 84-27-52, dated May 25, 2010; or Revision A, dated March 5, 2012. As of the effective date of this AD, only Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012, may be used to accomplish the actions required by this paragraph.

(1) For airplanes that have accumulated 8,000 or more total flight hours as of August 1, 2011 (the effective date of AD 2011-13-08, Amendment 39-16731 (76 FR 37253, June 27, 2011)): Within 2,000 flight hours after August 1, 2011 (the effective date of AD 2011-13-08).

(2) For airplanes that have accumulated less than 8,000 total flight hours as of August 1, 2011 (the effective date of AD 2011-13-08, Amendment 39-16731 (76 FR 37253, June 27, 2011)): Within 6,000 flight hours after August 1, 2011 (the effective date of AD 2011-13-08), or before the accumulation of 10,000 total flight hours, whichever occurs first.

**(h) Retained Follow-on Action With Revised Service Information**

This paragraph restates the requirements of paragraph (h) of AD 2011-13-08, Amendment 39-16731 (76 FR 37253, June 27, 2011), with revised service information. If, during the check required by paragraph (g) of this AD, the bearing free-play is within the limits specified in Bombardier Service Bulletin 84-27-52, dated May 25, 2010, or Revision A, dated March 5, 2012; no further action is required by this AD. As of the effective date of this AD, only Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012, may be used to accomplish the actions required by this paragraph.

**(i) Retained Corrective Actions With Revised Service Information**

This paragraph restates the requirements of paragraph (i) of AD 2011-13-08, Amendment 39-16731 (76 FR 37253, June 27, 2011), with revised service information. If, during the check required by paragraph (g) of this AD, the bearing free-play exceeds the limits specified in Bombardier Service Bulletin 84-27-52, dated May 25, 2010; or Revision A, dated March 5, 2012: Before further flight, replace the elevator PCU with a serviceable one, in accordance with paragraph 3.B., Part B, of Bombardier Service Bulletin 84-27-52, dated May 25, 2010; or Revision A, dated March 5, 2012. As of the effective date of this AD, only Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012, may be used to accomplish the actions required by this paragraph.

**(j) New Free-Play Check**

For airplanes having S/N 4305 through 4334 inclusive, and 4336: At the applicable time specified in paragraphs (j)(1) and (j)(2) of this AD, perform a free-play check for any shaft swaged bearing having P/N MS14103-7 that is installed in the tailstock end of each elevator PCU (three PCUs per elevator surface), having P/Ns 390600-1007 and 390600-1009, in accordance with paragraph 3.B., Part A, of Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012.

(1) For airplanes that have accumulated 8,000 or more total flight hours as of the effective date of this AD: Within 2,000 flight hours after the effective date of this AD.

(2) For airplanes that have accumulated less than 8,000 total flight hours as of the effective date of this AD: Within 6,000 flight hours after the effective date of this AD, or before the accumulation of 10,000 total flight hours, whichever occurs first.

**(k) New Corrective Actions**

During the check required by paragraph (j) of this AD, if the bearing free-play is found to exceed the limits specified in Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012: Before further flight, replace the elevator PCU with a serviceable one, in accordance with paragraph 3.B., Part B, of Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012.

**(l) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

(2) 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**

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2010-28R1, dated June 12, 2012, for related information, which can be found in the AD docket on the Internet at http://www.regulations.gov.

**(n) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on August 26, 2013.

(i) Bombardier Service Bulletin 84-27-52, Revision A, dated March 5, 2012.

(ii) Reserved.

(4) The following service information was approved for IBR on August 1, 2011 (76 FR 37253, June 27, 2011).

(i) Bombardier Service Bulletin 84-27-52, dated May 25, 2010.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on June 21, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

**2013-14-02 The Boeing Company:** Amendment 39-17507 ; Docket No. FAA-2013-0206; Directorate Identifier 2012-NM-068-AD.

**(a) Effective Date**

This AD is effective August 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by reports of spanwise cracks and corrosion in the wing center box upper skin and rear spar upper chord between left buttock line (LBL) 70.50 and right buttock line (RBL) 70.50 at body station (STA) 870. We are issuing this AD to detect and correct cracking and corrosion of the upper skin and rear spar upper chord of the wing center box, which could result in loss of the airplane wing and consequent loss of control of the airplane.

**(f) Compliance**

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

**(g) Repetitive Inspections**

Except as specified in paragraph (h) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 727-57-0187, dated March 8, 2012: Inspect the wing center box between LBL 70.50 and RBL 70.50, at STA 870, as specified in paragraphs (g)(1), (g)(2), (g)(3), (g)(4), and (g)(5) of this AD, as applicable, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-57-0187, dated March 8, 2012. Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 727-57-0187, dated March 8, 2012. If any crack, corrosion, or damage is found during any inspection required by this AD, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(1) Do a high frequency eddy current (HFEC) or detailed inspection for cracking around the forward fastener row in the rear spar upper chord horizontal flange.

(2) Do a low frequency eddy current inspection for cracking around the aft fastener row in the rear spar upper chord horizontal flange.

(3) Do a detailed or HFEC inspection for cracking in the rear spar upper chord radius.

(4) Do a detailed or HFEC inspection for cracking in the upper skin around the forward fastener row common to the rear spar upper chord horizontal flange.

(5) Do a detailed inspection for damage, cracking, and corrosion in the pressure seal.

**(h) Exception to the Service Information**

Boeing Special Attention Service Bulletin 727-57-0187, dated March 8, 2012, specifies compliance times "after the original issue date of this service bulletin." However, this AD requires compliance within the specified compliance times "after the effective date of this AD."

**(i) 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 the Related Information section of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

**(j) Related Information**

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

**(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) Boeing Special Attention Service Bulletin 727-57-0187, dated March 8, 2012.

(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 June 21, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

**2013-14-03 The Boeing Company:** Amendment 39-17508 ; Docket No. FAA-2013-0299; Directorate Identifier 2012-NM-072-AD.

**(a) Effective Date**

This AD is effective August 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55, Stabilizers.

**(e) Unsafe Condition**

This AD was prompted by reports of cracks on the elevator rear spar stiffener assembly. We are issuing this AD to detect and correct cracking of the elevator rear spar stiffener assembly, which could adversely affect elevator structural stiffness, which could lead to elevator vibration and possible interference with the tab control rod. These conditions could result in elevator flutter and consequent loss of control of the airplane.

**(f) Compliance**

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

**(g) Repetitive Inspections and Corrective Actions**

Except as provided by paragraph (h) of this AD, at the applicable time specified in table 1 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 727-55-0094, dated March 21, 2012, do a detailed inspection for any cracking of the elevator rear spar stiffener assembly, and all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-55-0094, dated March 21, 2012. Do all applicable corrective actions before further flight. Repeat the inspection thereafter at the applicable time specified in table 1 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 727-55-0094, dated March 21, 2012, except as provided by paragraph (j) of this AD.

**(h) Exception to the Service Information**

Where Boeing Special Attention Service Bulletin 727-55-0094, dated March 21, 2012, specifies a compliance time "from the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

**(i) Optional Replacement**

Replacing the elevator rear spar stiffener assembly with a new assembly in accordance with Part 4 or 5, as applicable, of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 727-55-0094, dated March 21, 2012, terminates the inspections required by paragraph (g) of this AD for that assembly, except as required by paragraph (j) of this AD.

**(j) Post-Replacement Inspection Compliance Time**

For any elevator rear spar stiffener assembly replaced as required by paragraph (g) of this AD or as specified in paragraph (i) of this AD: Do the next inspection required by paragraph (g) of this AD for that assembly within 96 months after accomplishing the replacement and repeat thereafter at the times specified in paragraph (g) of this AD.

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

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

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

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

**(l) Related Information**

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

**(m) Material Incorporated by Reference**

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

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

(i) Boeing Special Attention Service Bulletin 727-55-0094, dated March 21, 2012.

(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, 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 June 21, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

**2013-14-05 The Boeing Company:** Amendment 39-17510; Docket No. FAA-2013-0204; Directorate Identifier 2012-NM-229-AD.

**(a) Effective Date**

This AD is effective August 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 747-400 and 747-400F series airplanes, certificated in any category, line numbers 1097 through 1419 inclusive.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

**(e) Unsafe Condition**

This AD was prompted by reports of cracking in the outboard flange of the longeron extension fittings, which attach to the wing-to-body fairing support frame. We are issuing this AD to detect and correct cracks in the longeron extension fittings, which can become large and adversely affect the structural integrity of the airplane.

**(f) Compliance**

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

**(g) Inspection of Longeron Extension Fitting**

For all airplanes: Except as required by paragraphs (i)(1) and (i)(4) of this AD, at the time specified in table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, do a surface high frequency eddy current (HFEC) inspection of the left and right longeron extension fittings for cracking, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, except as required by paragraphs (i)(2) and (i)(3) of this AD. Do all applicable corrective actions before further flight. If no cracking is found, repeat the inspection thereafter at the intervals specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, until a permanent repair, longeron extension fitting replacement, or preventative modification is done, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012.

**(h) Inspection of Temporary Repair and Corrective Actions**

For airplanes on which a temporary repair as specified in Boeing Alert Service Bulletin 747-53A2860 has been done: At the times specified in table 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, do a surface HFEC inspection of the temporary repair of the longeron extension fittings for cracking, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, except as required by paragraph (i)(3) of this AD. Do all applicable corrective actions before further flight.

**(i) Exceptions to Service Information**

(1) Where Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, specifies a compliance time relative to the issue date of that service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, specifies to contact Boeing for repair information: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(3) For airplanes not identified in Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, but included in paragraph (c) of this AD: These airplanes are in Group 1 for the purposes of this AD. This AD requires that the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, be accomplished on these airplanes.

(4) Where Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, specifies "all airplanes," this means all airplanes identified in paragraph (c) of this AD.

**(j) Optional Terminating Action**

Doing the permanent repair, longeron extension fitting replacement, or preventative modification, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012, terminates the repetitive inspections required by paragraph (g) of this AD.

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

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

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

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

**(l) Related Information**

For more information about this AD, contact Nathan Weigand, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6428; fax: 425-917-6590; email: Nathan.P.Weigand@faa.gov.

**(m) Material Incorporated by Reference**

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

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

(i) Boeing Alert Service Bulletin 747-53A2860, dated December 4, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on June 25, 2013.
Jeffrey E. Duven,
Acting Manager, Manager, Transport Airplane Directorate,
Aircraft Certification Service.

**2013-14-07 Learjet Inc.:** Amendment 39-17512; Docket No. FAA-2013-0213; Directorate Identifier 2012-NM-207-AD.

**(a) Effective Date**

This AD is effective August 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Learjet Model 45 airplanes, certificated in any category; serial numbers 45-002 through 45-380 inclusive, 45-382 through 45-396 inclusive, 45-398 through 45-405 inclusive, 45-2001 through 45-2114 inclusive, 45-2116, 45-2118, 45-2120, 45-2122, and 45-2124 through 45-2126 inclusive.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a report that the fire barrier seal on the external baggage door does not seal the surrounding door structure due to incorrect positioning of the barrier. We are issuing this AD to prevent improper sealing of the baggage door, which could increase the risk of an uncontained fire in the baggage compartment.

**(f) Compliance**

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

**(g) Modification**

Within 300 flight hours after the effective date of this AD: Modify the fire seal on the baggage door, including doing general visual inspections of the fire seal for correct contact and all applicable corrective actions, in accordance with the Accomplishment Instructions of Bombardier Recommended Service Bulletin 40-25-25 or Bombardier Recommended Service Bulletin 45-25-35, both Revision 3, both dated February 6, 2012, as applicable. Do all applicable corrective actions before further flight.

**(h) Credit for Previous Actions**

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD (which are not incorporated by reference in this AD):

(1) Bombardier Service Bulletin 40-25-25, Revision 1, dated August 23, 2010.

(2) Bombardier Service Bulletin 40-25-25, Revision 2, dated February 21, 2011.

(3) Bombardier Service Bulletin 45-25-35, Revision 1, dated August 23, 2010.

(4) Bombardier Service Bulletin 45-25-35, Revision 2, dated February 21, 2011.

**(i) Parts Installation Limitation**

As of the effective date of this AD, no person may install any part identified in paragraph 2.B., "Identification Table," of Bombardier Recommended Service Bulletin 40-25-25 or Bombardier Recommended Service Bulletin 45-25-35, both Revision 3, both dated February 6, 2012, on any airplane, unless the actions specified in paragraph (g) of this AD are done concurrently with the installation.

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

(1) The Manager, Wichita 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 the Related Information section of this AD.

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

**(k) Related Information**

(1) For more information about this AD, contact Adam Neubauer, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; phone: 316-946-4156; fax: 316-946-4107; email: adam.neubauer@faa.gov.

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

(i) Bombardier Recommended Service Bulletin 40-25-25, Revision 3, dated February 6, 2012.

(ii) Bombardier Recommended Service Bulletin 45-25-35, Revision 3, dated February 6, 2012.

(3) For service information identified in this AD, contact Learjet, Inc., One Learjet Way, Wichita, KS 67209-2942; telephone 316-946-2000; fax 316-946-2220; email ac.ict@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 July 5, 2013.
Jeffrey E. Duven,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

**2013-14-11 Bombardier, Inc.:** Amendment 39-17516. Docket No. FAA-2013-0623; Directorate Identifier 2013-NM-109-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective August 9, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

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

(1) Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes.
(2) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes.
(3) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) airplanes.
(4) Bombardier, Inc. Model CL-600-2D24 (Regional Jet Series 900) airplanes.

**(d) Subject**

Air Transport Association (ATA) of America Code 2720, Rudder Control System.

**(e) Reason**

This AD was prompted by reports of airplanes experiencing uncommanded rudder movements while in flight. We are issuing this AD to advise the flightcrew of procedures to address a possible failure of the voltage regulator inside the yaw damper actuator that could lead to uncommanded yaw movement and consequent loss of the ability to control the airplane.

**(f) Compliance**

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

**(g) Airplane Flight Manual (AFM) Revision**

Within 30 days after the effective date of this AD, revise the Emergency Procedures Section and the Limitations Section of the Bombardier AFM to incorporate the "Uncommanded Yaw Motion" procedure specified in paragraphs (g)(1) through (g)(3) of this AD, as applicable.

(1) For Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes: Procedure 1., Automatic Flight Control System (AFCS), of Section 03-06, Emergency Procedures–Automatic Flight Control System, of Chapter 3, Emergency Procedures, in Volume 1 of the

Bombardier CRJ Series Regional Jet Model CL-600-2B19 AFM CSP A-012, Revision 61, dated April 2, 2013.

(2) For Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes: Procedure 1., Automatic Flight Control System (AFCS), of Section 03-06, Emergency Procedures–Automatic Flight Control System, of Chapter 3, Emergency Procedures, in Volume 1 of the Bombardier CRJ Series Regional Jet Model CL-600-2C10 AFM, CSP B-012, Revision 11, dated February 14, 2013.

(3) For Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes: Procedure 1., Automatic Flight Control System (AFCS), of Section 03-06, Emergency Procedures–Automatic Flight Control System, of Chapter 3, Emergency Procedures, in Volume 1 of the Bombardier CRJ Series Regional Jet Model CL-600-2D24 and Model CL-600-2D15 AFM, CSP C-012, Revision 7, dated February 14, 2013.

**(h) 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) 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.

**(i) Related Information**

Refer to Mandatory Continuing Airworthiness Information Canadian Airworthiness Directive CF-2013-13, dated May 28, 2013, for related information.

**(j) Material Incorporated by Reference**

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

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

(i) Procedure 1., Automatic Flight Control System (AFCS), of Section 03-06, Emergency Procedures–Automatic Flight Control System, of Chapter 3, Emergency Procedures, in Volume 1 of the Bombardier CRJ Series Regional Jet Model CL-600-2B19 Airplane Flight Manual CSP A-012, Revision 61, dated April 2, 2013.

(ii) Procedure 1., Automatic Flight Control System (AFCS), of Section 03-06, Emergency Procedures–Automatic Flight Control System, of Chapter 3, Emergency Procedures, in Volume 1 of the Bombardier CRJ Series Regional Jet Model CL-600-2C10 Airplane Flight Manual CSP B-012, Revision 11, dated February 14, 2013.

(iii) Procedure 1., Automatic Flight Control System (AFCS), of Section 03-06, Emergency Procedures–Automatic Flight Control System, of Chapter 3, Emergency Procedures, in Volume 1 of

the Bombardier CRJ Series Regional Jet Model CL-600-2D24 and Model CL-600-2D15 Airplane Flight Manual CSP C-012, Revision 7, dated February 14, 2013.

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

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

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

Issued in Renton, Washington, on July 11, 2013.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

**2013-15-04 Hartzell Propeller, Inc.:** Amendment 39-17520; Docket No. FAA-2013-0130; Directorate Identifier 2013-NE-07-AD.

**(a) Effective Date**

This AD is effective August 30, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Hartzell Propeller, Inc. propeller models HC-(1,D)2(X,V,MV)20-7, HC-(1,D)2(X,V,MV)20-8, and HC-(1,D)3(X,V,MV)20-8 with a propeller hydraulic bladder diaphragm, part number (P/N) B-119-2, without tab, installed.

**(d) Unsafe Condition**

This AD was prompted by failures of the propeller hydraulic bladder diaphragm and resulting engine oil leak. We are issuing this AD to prevent propeller hydraulic bladder diaphragm rupture, loss of engine oil, damage to the engine, and loss of the airplane.

**(e) Compliance**

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

**(f) Bladder Diaphragm Replacement**

(1) Within 12 months after the effective date of this AD, remove from service the propeller hydraulic bladder diaphragm, P/N B-119-2, without tab.

(2) Install a redesigned propeller hydraulic bladder diaphragm, P/N B-119-2, with tab. The bladder diaphragm, eligible for installation, is identified by a tab with a batch/lot number. The tab is visible after installation and confirms the installation of the proper redesigned propeller hydraulic bladder diaphragm, P/N B-119-2, with tab, in the Hartzell propeller assembly.

**(g) Installation Prohibition**

After the effective date of this AD, do not install into any engine any hydraulic bladder diaphragm, P/N B-119-2, that is without tab.

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

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

**(i) Related Information**

(1) For more information about this AD, contact Mark Grace, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Propulsion Branch, 2300 E. Devon Avenue, Des Planes, IL 60018; phone: 847-294-7377; fax: 847-294-7834; email: mark.grace@faa.gov.

(2) Refer to Hartzell Alert Service Bulletin No. HC-ASB-61-338 for related information.

(3) For service information identified in this AD, contact Hartzell Propeller Inc., 1 Propeller Place, Piqua, OH 45356-2634; phone: 937-778-4379; fax: 937-778-4391; email: techsupport@hartzellprop.com. You may view this service information at the FAA, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

**(j) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on July 16, 2013.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

**2013-15-07 the Boeing Company:** Amendment 39-17523; Docket No. FAA-2013-0628; Directorate Identifier 2013-NM-132-AD.

**(a) Effective Date**

This AD is effective on July 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 787-8 airplanes, certificated in any category, line numbers 7 through 9 inclusive, 23, 24, 27, 29, 31, 33 through 35 inclusive, 37, 38, 40 through 42 inclusive, 44 through 72 inclusive, 74 through 78 inclusive, 80, 82 through 84 inclusive, 86, 87, 89, 92, 94 through 99 inclusive, 101, 102, 108, and 111.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 23, Communications.

**(e) Unsafe Condition**

This AD was prompted by a report of a fire involving the Honeywell fixed emergency locator transmitter (ELT). We are issuing this AD to prevent a fire in the aft crown of the airplane, or to detect and correct discrepancies within the ELT that could cause such a fire.

**(f) Compliance**

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

**(g) Honeywell Fixed ELT Removal or Inspection**

Within 10 days after the effective date of this AD, do the actions specified in either paragraph (g)(1) or (g)(2) of this AD.

(1) Remove the Honeywell fixed ELT using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

(2) Inspect the Honeywell fixed ELT for discrepancies, and do all applicable corrective actions before further flight, using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

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

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

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

**(i) Related Information**

For more information about this AD, contact Kenneth Fairhurst, Senior Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, Washington 98057-3356; phone: 425-917-6466; fax: 425-917-6590; email: Kenneth.Fairhurst@faa.gov.

**(j) Material Incorporated by Reference**

None.

Issued in Renton, Washington, on July 23, 2013.
Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.