FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2014-12

6/2/2014 - 6/15/2014

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

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

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

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2014-08			
2014-05-32	COR	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-07-03		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-07-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-08-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R
2014-08-03		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2014-08-05		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
Biweekly 2014-09			
2013-25-02	S 2000-11-06	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-07-01		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2014-08-01	S 2014-03-08	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-08-04	S 2012-03-04	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-08-08		The Boeing Company	737-200, -200C, -300, -400, and -500 series
2014-08-09		The Boeing Company	767-200, -300, -300F, and -400ER series
2014-08-11	S 2009-24-07	The Boeing Company	737-600, -700, -700C, -800 and -900 series
2014-09-05		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2014-09-06		The Boeing Company	777F series
Biweekly 2014-10			
2014-09-08	S 2007-16-19	The Boeing Company	747-200B, 747-300, and 747-400 series
2014-09-10		The Boeing Company	767-200, -300, -300F, and -400ER series
Biweekly 2014-11			
2014-09-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2014-09-09		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-12			
2008-21-07R1		Dowty Propellers	R408/6-123-F/17 propellers
2014-11-01		The Boeing Company	777-200 and -300 series airplanes
2014-11-04		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343 airplanes; and A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2014-11-06		Lockheed	P-3A or P3A airplanes
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

AD 2008-21-07R1 Dowty Propellers Propellers: Amendment 39-17831; Docket No. FAA-2008-1088; Directorate Identifier 2008-NE-15-AD.

(a) Effective Date

This AD is effective July 15, 2014.

(b) Affected ADs

This AD replaces AD 2008-21-07, Amendment 39-15691 (73 FR 61346, October 16, 2008).

(c) Applicability

This AD applies to Dowty Propellers model R408/6-123-F/17 propellers with blades, part numbers 697071200-18, 697071210-18, 697071227-18, 697071240-18, 697071245-18, or 697071257-18, installed.

(d) Unsafe Condition

This AD was prompted by updated service bulletins that identify terminating action to the requirements of AD 2008-21-07 (73 FR 61346, October 16, 2008). We are issuing this AD to prevent the loss of the bonded metallic leading edge (L/E) guard of the propeller, which could result in damage to the propeller or to the airplane, or injury to personnel.

(e) Compliance

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

(1) Within the next 50 flight hours (FH) or within 30 days after the effective date of this AD, whichever occurs first, inspect all affected blade assemblies where the bonded metallic L/E guard has accumulated 1,200 FH time-in-service or less since installation, in accordance with the instructions of Dowty Propellers Alert Service Bulletin (ASB) No. D8400-61-A69, Revision 1, dated September 18, 2007.

(2) Within 50 FH or 30 days, whichever occurs first, after installing a replacement blade, inspect the affected blade assembly where the bonded metallic L/E guard has accumulated 1,200 FH time-in-service or less since installation, in accordance with the instructions of Dowty Propellers ASB No. D8400-61-A69, Revision 1, dated September 18, 2007.

(3) Thereafter, at intervals not to exceed 100 FH, repeat the inspection of the affected blade assemblies in accordance with the instructions of Dowty Propellers ASB No. D8400-61-A69, Revision 1, dated September 18, 2007, until the blade bonded metallic L/E guard has accumulated more than 1,200 FH time-in-service since installation.

(4) If, during any of the inspections required by this AD, disbonding is found, apply the criteria in Appendix A of Dowty Propellers ASB No. D8400-61-A69, Revision 1, dated September 18, 2007 and, within the associated time period, repair or replace the affected blade assembly in accordance with Dowty Propellers ASB No. D8400-61-A69, Revision 1, dated September 18, 2007.

(5) Blades that were repaired within the first 101.6 mm (4.0 inches) of the tip of the blade as specified in Appendix D of Dowty Propellers ASB No. D8400-61-A69, Revision 1, dated September 18, 2007, are eligible to continue in service for another 500 FH after accomplishment of the repair. Repair does not terminate the repetitive inspection requirements of paragraph (e)(3) of this AD.

(f) Optional Terminating Action

As optional terminating action to the repetitive inspection requirements of paragraph (e)(3) of this AD, modify the affected propeller using Dowty Propellers Service Bulletin (SB) No. D8400-61-70, Revision 3, dated June 3, 2013, or SB No. D8400-61-83, Revision 4, dated June 3, 2013, as applicable.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7761; fax: 781-238-7170; email: michael.schwetz@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2007-0223R4, dated September 30, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2008-1088-0006.

(i) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on July 15, 2014.

(i) Dowty Propellers Service Bulletin (SB) No. D8400-61-70, Revision 3, dated June 3, 2013.

(ii) Dowty Propellers SB No. D8400-61-83, Revision 4, dated June 3, 2013.

(4) The following service information was approved for IBR on October 31, 2008, 73 FR 61346, October 16, 2008.

(i) Dowty Propellers Alert Service Bulletin No. D8400-61-A69, Revision 1, including Appendices A and D, dated September 18, 2007; and Appendices B and C dated August 15, 2007.

(ii) Reserved.

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

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

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

Issued in Burlington, Massachusetts, on May 15, 2014.

Kim Smith,

Acting Directorate Manager, Engine & Propeller Directorate,

Aircraft Certification Service.

2014-11-01 The Boeing Company: Amendment 39-17851; Docket No. FAA-2013-0368; Directorate Identifier 2012-NM-058-AD.

(a) Effective Date

This AD is effective July 8, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200 and -300 series airplanes, certificated in any category, as identified in Boeing Service Bulletin 777-24-0075, Revision 4, dated January 8, 2014.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical Power.

(e) Unsafe Condition

This AD was prompted by reports of smoke or flames in the passenger cabin of various transport category airplanes related to the wiring for the passenger cabin in-flight entertainment (IFE) system, cabin lighting, and passenger seats. We are issuing this AD to ensure the flightcrew is able to turn off electrical power to the IFE systems and other non-essential electrical systems through one or two switches in the flight deck in the event of smoke or flames. In the event of smoke or flames in the airplane flight deck or passenger cabin, the flightcrew's inability to turn off electrical power to the IFE system and other non-essential electrical systems could result in the inability to control smoke or flames in the airplane flight deck or passenger cabin during a non-normal or emergency situation, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Installation

Within 60 months after the effective date of this AD, install certain wiring and make changes to certain electrical load management system (ELMS) panels; as identified in, and in accordance with, the Accomplishment Instructions of Boeing Service Bulletin 777-24-0075, Revision 4, dated January 8, 2014. Where the installation or change specifies installing a label, an operator's equivalent procedure to indelibly mark the applicable service bulletin number on the panel may be used.

Note 1 to paragraph (g) of this AD: Additional guidance on procedures for indelibly marking the ELMS panel can be found in Boeing Process Specification BAC5307.

(h) Concurrent Requirements

(1) For airplanes identified in Boeing Service Bulletin 777-23-0142, dated November 25, 2003: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, change the hardware and software for the cabin services system, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-23-0142, dated November 25, 2003.

(2) For all airplanes: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, change the operational software (OPS) of the cabin management system, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-23-0175, Revision 2, dated October 12, 2006.

(3) For Group 1, Configurations 1, 3, and 4 airplanes, identified in Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, install certain new electrical power control panels, as identified in, and in accordance with, the Accomplishment Instructions of Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012.

(4) For Group 1, Configuration 2 airplanes, identified in Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, inspect the electrical power control panel for a certain part number and change the part number, as applicable; as identified in, and in accordance with, the Accomplishment Instructions of Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012.

(5) For all airplanes: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, change the ELMS OPS and configuration database software (OPC) at the data loader, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-24-0087, Revision 2, dated August 16, 2007; or Boeing Service Bulletin 777-28A0039, Revision 2, dated September 20, 2010.

(i) 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 777-24-0075, dated August 21, 2003; or Revision 1, dated December 11, 2003, provided that Smiths Service Bulletin 5000ELM-24-379 identified on pages 8 and 19 of Boeing Service Bulletin 777-24-0075, Revision 1, dated December 11, 2003, is not used. These documents are not incorporated by reference in this AD.

(2) 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 777-24-0075, Revision 2, dated October 5, 2006; or Revision 3, dated August 26, 2010. These documents are not incorporated by reference in this AD.

(3) This paragraph provides credit for the actions required by paragraph (h)(2) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 777-23-0175, dated July 11, 2002; or Revision 1, dated July 17, 2003; provided that overhead electronics unit hardware, part number 285W0029-5, is not installed. These documents are not incorporated by reference in this AD.

(4) This paragraph provides credit for the actions required by paragraphs (h)(3) and (h)(4) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 777-24-0074, dated June 27, 2002; Revision 1, dated October 5, 2006; Revision 2, dated May 20, 2010; or Revision 3, dated February 20, 2012; provided all applicable concurrent requirements identified in Section 1.B. of Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012, have been done prior to or concurrently with that revision; and provided that

any additional work identified by the phrase "More work is necessary" in section 1.D. of Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012, is accomplished before the effective date of this AD. These documents are not incorporated by reference in this AD.

(5) This paragraph provides credit for the actions required by paragraph (h)(5) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 777-24-0087, dated July 24, 2003, or Revision 1, dated December 18, 2003; or Boeing Service Bulletin 777-28A0039, dated June 13, 2008, or Revision 1, dated January 8, 2009. These documents are not incorporated by reference in 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

(1) For more information about this AD, contact Ray Mei, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6467; fax: 425-917-6590; email: raymont.mei@faa.gov.

(2) For service information identified in this AD that is not incorporated by reference 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 view this 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.

(l) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin 777-23-0142, dated November 25, 2003.

(ii) Boeing Service Bulletin 777-23-0175, Revision 2, dated October 12, 2006.

(iii) Boeing Service Bulletin 777-24-0074, Revision 4, dated September 13, 2012.

(iv) Boeing Service Bulletin 777-24-0075, Revision 4, dated January 8, 2014.

(v) Boeing Service Bulletin 777-24-0087, Revision 2, dated August 16, 2007.

(vi) Boeing Service Bulletin 777-28A0039, Revision 2, dated September 20, 2010.

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

2014-11-04 Airbus: Amendment 39-17854. Docket No. FAA-2013-1031; Directorate Identifier 2013-NM-155-AD.

(a) Effective Date

This AD becomes effective July 15, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343 airplanes; and A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes; certificated in any category; manufacturer serial numbers (MSNs) 1 through 1391 inclusive, except MSNs 0925 and 1382.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical Power.

(e) Reason

This AD was prompted by a non-connection of the constant speed motor/generator (CSM/G) during a final assembly operational test. We are issuing this AD to detect and correct incorrect locking of contacts into connector 1XE-A of the generator control unit (GCU)-CSM/G, which could result in a loss of contact continuity and lead to the CSM/G not operating, which, in conjunction with an emergency electrical configuration loss of the main electrical system or total engine flameout, could adversely affect the airplane's safe flight.

(f) Compliance

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

(g) Inspections and Corrective Actions

Within 1,000 flight hours after the effective date of this AD: Do a detailed inspection for discrepancies (proper engagement and evidence of arcing or overheating) of the affected connector wires of connector 1XE-A of the GCU-CSM/G, in accordance with Airbus Alert Operators Transmission A24L001-13, Revision 01, dated March 6, 2014. If any discrepancy is detected during the inspection, before further flight, do all applicable related investigative and corrective actions, in accordance with Airbus Alert Operators Transmission A24L001-13, Revision 01, dated March 6, 2014.

(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 Airbus Alert Operators Transmission A24L001-13, dated July 25, 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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) 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 Design Approval Holder 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) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0175, dated August 2, 2013, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2013-1031-0002.

(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 this AD specifies otherwise.

(i) Airbus Alert Operators Transmission A24L001-13, Revision 01, dated March 6, 2014.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on May 16, 2014.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2014-11-06 Lockheed (Original Manufacturer): Amendment 39-17856; Docket No. FAA-2013-1073; Directorate Identifier 2012-NM-039-AD.

(a) Effective Date

This AD is effective July 8, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Model P-3A or P3A airplanes originally manufactured by Lockheed Martin Aeronautics Company for the military, as identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category:

(1) Aero Union Corporation Model P3A airplanes; and

(2) USDA Forest Service Model P-3A airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers; 57, Wings.

(e) Unsafe Condition

This AD was prompted by a determination that the existing maintenance or inspection program must be revised to address fatigue cracking of the airplane. We are issuing this AD to detect and correct fatigue cracking, 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) Maintenance or Inspection Program Revision

Within 12 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, by incorporating airworthiness limitations specified in Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010.

(h) Compliance Times for Modifications, Replacements, and Inspections

For the tasks specified in Part-I, Sections B. through E., of Procedure 01-00-005, of Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS

T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010, the compliance times are specified in paragraphs (h)(1) through (h)(4) of this AD. For airplanes with combined baseline and aerial dispensing usage accumulated, the total remaining life and the total remaining hours or flights until inspection is due for the principle structural element (PSE) inspection requirements is determined by combining the fatigue damage accumulated during the baseline and the aerial dispensing of liquids usage. The usage must be combined in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA.

(1) For the baseline life limits, the compliance time is: At the applicable "flight hours" or "flights," whichever occurs first, specified in Part-I, Section B, "Life Limitations Baseline Usage," of Procedure 01-00-005, of Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010; or within 12 months after the effective date of this AD; whichever occurs later.

(2) For the baseline PSE inspection requirements, the compliance time is: At the applicable "threshold interval hours" or "threshold interval flights" since new, whichever occurs first, as specified in Tables C.1, C.2, and C.3, of Part-I, Section C, "Principle Structural Element Inspection Requirements–Baseline Usage," of Procedure 01-00-005, of Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010; or within 12 months after the effective date of this AD; whichever occurs later. Where compliance times are specified as "threshold interval hours," those compliance times are total flight hours. Where the compliance times are specified as "threshold interval flights," those compliance times are total flight cycles.

(3) For the aerial dispensing of liquids life limits, the compliance time is: At the applicable "flight hours" or "flights," whichever occurs first, specified in Part-I, Section D, "Life Limitations–Aerial Dispensing of Liquids Usage" of Procedure 01-00-005, of Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010; or within 12 months after the effective date of this AD; whichever occurs later.

(4) For the aerial dispensing of liquids PSE inspection requirements, the compliance time is: At the applicable "threshold interval hours" or threshold interval flights," whichever occurs first, as specified in Tables E.1, E.2, and E.3, of Part-I, Section E, "Principle Structural Element Inspection Requirements–Aerial Dispensing of Liquids Usage," of Procedure 01-00-005, of Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010; or within 12 months after the effective date of this AD; whichever occurs later.

(i) No Alternative Actions or Intervals

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

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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-LAACO-AMOC-Requests@faa.gov.

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

(k) Related Information

For more information about this AD, contact George Garrido, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5357; fax: 562-627-5210; email: george.garrido@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) Avenger Aircraft and Services P3A Airworthiness Limitations Section–FAA TCDS A32NM & TCDS T00006LA, Forest and Wildlife Conservation Usage (Includes Aerial Dispensing of Liquids), AAS-ALS-07-001, Revision D, dated August 2, 2010. (ii) Reserved.

(3) For service information identified in this AD, contact Avenger Aircraft and Services, 103 N. Main Street, Suite 106, Greenville, SC 29601-4833; telephone: 864-232-8073; fax: 864-232-8074; email: AAS@AvengerAircraft.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 May 16, 2014.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2014-12-03 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-17864; Docket No. FAA-2013-0882; Directorate Identifier 2013-NE-29-AD.

(a) Effective Date

This AD becomes effective July 17, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG (RRD) BR700-725A1-12 turbofan engines.

(d) Reason

This AD was prompted by reports of wear on the receptors of the double-ended unions in the fuel metering unit (FMU) housing on RRD BR700-725A1-12 engines causing fuel leakage. We are issuing this AD to prevent failure of the FMU, which could lead to damage to one or more engines and damage to the airplane.

(e) Actions and Compliance

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

(1) After the effective date of this AD, before the FMU has accumulated 650 flight hours (FHs) since new, or within 30 days, whichever occurs later, remove FMU, part number (P/N) G3000FMU02 or P/N G3000FMU03, and replace it with a part eligible for installation.

(2) Thereafter, remove the FMU at intervals not to exceed 650 FHs and replace it with a part eligible for installation.

(f) Installation Prohibition

After the effective date of this AD, do not install FMU, P/N G3000FMU02, onto any engine, or install any engine with FMU, P/N G3000FMU02, onto any airplane.

(g) Definition

For the purpose of this AD, an FMU eligible for installation is a new FMU or an FMU with P/N G3000FMU03 that has accumulated fewer than 650 FHs since installation on any airplane or since last repair using RRD Alert Non-Modification Service Bulletin (NMSB) No. SB-BR700-73-A900309, Revision 1, dated November 8, 2013.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

(1) For more information about this AD, contact Michael Davison, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7156; fax: (781) 238-7199; email: michael.davison@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0229R1, dated November 21, 2013 for more information. You may examine the MCAI in the AD docket on the Internet by searching for it and locating it in Docket No. FAA-2013-0882.

(3) RRD Alert NMSB No. SB-BR700-73-A900309, Revision 1, dated November 8, 2013, which is not incorporated by reference in this AD, can be obtained from RRD, using the contact information in paragraph (i)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone: 49 0 33-7086-1944; fax: 49 0 33-7086-3276.

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

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 3, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

EMERGENCY AIRWORTHINESS DIRECTIVE

DATE: June 10, 2014
AD #: 2014-12-52

Emergency airworthiness directive (AD) 2014-12-52 is sent to owners and operators of Honeywell International Inc. (Type Certificate previously held by AlliedSignal Inc., Garrett Turbine Engine Company) TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines.

Background

This emergency AD was prompted by reports of 2nd stage low-pressure turbine (LPT2) blade separations. Analysis indicates the presence of casting anomalies at or near the root of the LPT2 blade. This condition, if not corrected, could result in LPT2 blade failure, multiple engine in-flight shutdowns, and damage to the airplane.

Relevant Service Information

We reviewed Honeywell Alert Service Bulletins (ASB) No. TFE731-72-A3792, dated June 5, 2014, ASB No. TFE731-72-A5242, dated June 5, 2014 and ASB No. TFE731-72-A5243, dated June 5, 2014. The service information describes procedures for identifying affected engines and follow-on actions.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires before further flight a review of the engine log book maintenance records to determine if any affected engines are installed.

This AD prohibits operation of an airplane with two or more affected engines that have LPT2 blades with less than 250 operating hours since new after receipt of this emergency AD.

Differences Between This AD and the Service Information

None.

Interim Action

We consider this AD to be an interim action. We anticipate that further AD action will follow.

Authority for this Rulemaking

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

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

Presentation of the Actual AD

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

2014-12-52 Honeywell International Inc (Type Certificate previously held by AlliedSignal Inc., Garrett Turbine Engine Company): Directorate Identifier 2014-NE-09-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

Honeywell International Inc. TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines with 2nd stage low-pressure turbine (LPT2) blades, part number (P/N) 3075424-1, -2, or -3 installed.

(d) Unsafe Condition

This AD was prompted by reports of LPT2 blade separations. Analysis indicates the presence of casting anomalies at or near the root of the LPT2 blade. We are issuing this AD to prevent LPT2 blade failure, multiple engine in-flight shutdowns, and damage to the airplane.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done. Upon receipt of this AD:

(1) Before further flight, review engine log book maintenance records to determine if any LPT2 blade P/N 3075424-1, -2, or -3 with less than 250 operating hours since new are installed in an engine.

(2) For two-engine airplanes that have two engines with LPT2 blades installed that have less than 250 operating hours since new, remove all affected engines before further flight.

(3) For three-engine airplanes that have two or more engines with LPT2 blades installed that have less than 250 operating hours since new, remove all affected engines before further flight.

(4) After the effective date of this AD, do not approve for return to service any engine with LPT2 blades, P/N 3075424-1, -2, or -3 installed that has less than 250 operating hours since new.

(f) Special Flight Permit

Special flight permits are permitted for one over-land ferry flight to a maintenance facility where an engine can be removed.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@faa.gov.

(2) Honeywell International Alert Service Bulletins (ASB) No. TFE731-72-A3792, dated June 5, 2014, ASB No. TFE731-72-A5242, dated June 5, 2014, and ASB No. TFE731-72-A5243, dated June 5, 2014 pertain to the subject of this AD.

(3) For copies of the service information referenced in this AD, contact: Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; phone: (800) 601-3099; Internet: http://www.myaerospace.com.

Issued in Burlington, Massachusetts, on June 10, 2014.

Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.