

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2013-16**

7/29/2013 - 8/11/2013



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

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
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	S 2005-13-27	Saab AB, Saab Aerosystems	SAAB 2000
2012-26-02		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

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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

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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

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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

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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
Biweekly 2013-16			
2013-13-12	S 2000-06-13 R1	The Boeing Company	737-200, -200C, -300, -400, and -500 series
2013-13-16	S 2005-07-04	Airbus	330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313
2013-14-06		CFM International S.A.	CFM56-5 and CFM56-5B series turbofan engines
2013-14-09	S 2012-14-04	Bombardier, Inc.	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2013-14-10	S 2010-11-02	Gulfstream Aerospace LP	100, Astra SPX and 1125 Westwind Astra
2013-15-05		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2013-15-20	S 2013-14-51	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, GE90-113B and GE90-115B turbofan engines
2013-16-02		Dassault Aviation	FALCON 7X

LARGE AIRCRAFT

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2013-16-09

Airbus

A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232



2013-13-12 The Boeing Company: Amendment 39-17500 ; Docket No. FAA-2012-1156;
Directorate Identifier 2011-NM-205-AD.

(a) Effective Date

This AD is effective September 10, 2013.

(b) Affected ADs

This AD supersedes AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001).

(c) Applicability

This AD applies to all The Boeing Company Model 737-200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition

This AD was prompted by reports of cracking in the forward and aft corner frame of the aft cargo door and in the lower cross beam. We are issuing this AD to prevent fatigue cracking of the corners of the door frame and the cross beams of the aft cargo door, which could result in rapid depressurization of the airplane.

(f) Compliance

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

(g) Affected Airplanes for Retained Paragraphs

Paragraphs (h), (i), (j), (k), and (l) of this AD are restated from AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001). These paragraphs apply to Model 737-200 and -200C series airplanes, line numbers 6 through 873 inclusive; and Model 737-200, -200C, -300, and -400 series airplanes, line numbers 874 through 1642 inclusive; equipped with an aft cargo door having Boeing part number (P/N) 65-47952-1 or P/N 65-47952-524, excluding airplanes identified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Those airplanes on which that door has been modified as specified in Boeing Service Bulletin 737-52-1079. Or,

(2) Those airplanes on which the door assembly having P/N 65-47952-524 includes four straps (P/Ns 65-47952-139, 65-47952-140, 65-47952-141, and 65-47952-142) and a thicker lower cross beam web (P/N 65-47952-157).

(h) Retained Inspections and Corrective Actions

This paragraph restates the actions required by paragraph (a) of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001), with revised service information. For airplanes identified in paragraph (g) of this AD: Within 90 days or 700 flight cycles after December 24, 1998 (the effective date of AD 98-25-06, Amendment 39-10931 (63 FR 67769, December 9, 1998)), whichever occurs later, perform an internal detailed visual inspection to detect cracking of the corners of the door frame and the cross beams of the aft cargo door, in accordance with Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of the modification required by paragraph (l) of this AD constitutes terminating action for the repetitive inspection requirements of this paragraph. Doing the inspections required by paragraph (p) or (s) of this AD terminates the inspections required by this paragraph.

(1) If no cracking is detected, accomplish the requirements of either paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) Repeat the internal visual inspection thereafter at intervals not to exceed 4,500 flight cycles.

Or

(ii) Prior to further flight, modify the corners of the door frame and the cross beams of the aft cargo door, in accordance with Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (h)(1)(i) of this AD.

(2) If any cracking is detected in the upper or lower cross beams, prior to further flight, modify the cracked beam, in accordance with Part I of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (h)(1)(i) of this AD for the modified beam.

(3) If any cracking is detected in the forward or aft upper door frame, prior to further flight, repair the frame and modify the corners of the door frame of the aft cargo door, in accordance with Part I of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; except as provided by paragraph (i) of this AD. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (h)(1)(i) of this AD for the upper door frame.

(4) If any cracking is detected in the forward or aft lower door frame, prior to further flight, replace the damaged frame with a new frame, and modify the corners of the door frame of the aft cargo door, in accordance with Part I of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Part I of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (h)(1)(i) of this AD for the lower door frame.

(i) Retained Exception for Certain Actions Specified in Paragraphs (h) and (l) of This AD

This paragraph restates the requirement of paragraph (b) of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001). For actions required by paragraphs (h) and (l) of this AD:

Where Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; specifies that certain repairs are to be accomplished in accordance with instructions received from Boeing, this AD requires that, prior to further flight, such repairs be accomplished in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or using a method approved in accordance with the procedures specified in paragraph (x) of this AD.

(j) Retained Corrective Actions for Certain Cracking Found During Inspection Required by Paragraph (h) of This AD

This paragraph restates the corrective action required by paragraph (c) of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001), with revised service information. If any cracking of the outer chord of the upper or lower cross beams of the aft cargo door is detected during any inspection required by paragraph (h) of this AD, prior to further flight, accomplish the repair specified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD. For a repair method to be approved, as required by paragraphs (j)(1), (j)(3), and (j)(4) of this AD, the approval letter must specifically reference this AD.

(1) Repair in accordance with a method approved by the Manager, Seattle ACO.

(2) Repair in accordance with Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010.

(3) Repair in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative who has been authorized by the FAA to make such findings.

(4) Repair in accordance with a method approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) whom we have authorized to make those findings.

(k) Retained Inspections and Corrective Actions for Airplanes Identified in Paragraph (g) of This AD

This paragraph restates the actions required by paragraph (d) of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001), with revised service information. For airplanes identified in paragraph (g) of this AD: Within 4,500 flight cycles or 1 year after May 9, 2000 (the effective date of AD 2000-06-13, Amendment 39-11654 (65 FR 17583, April 4, 2000), whichever occurs later, perform a high frequency eddy current inspection (HFEC) to detect cracking of the four corners of the door frame of the aft cargo door, using a method approved in accordance with the procedures specified in paragraph (x) of this AD, or in accordance with Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of the modification required by paragraph (l) of this AD constitutes terminating action for the repetitive inspection requirements of this paragraph. Doing the inspections required by paragraph (p) or (s) of this AD terminates the inspections required by this paragraph.

Note 1 to paragraph (k) of this AD: Additional guidance for the inspection can be found in Boeing 737 Nondestructive Test Manual, Part 6, Chapter 51-00-00 (Figure 4 or Figure 23).

(1) If no cracking of the corners of the door frame of the aft cargo door is detected, repeat the HFEC inspections thereafter at intervals not to exceed 4,500 flight cycles until accomplishment of the modification specified in paragraph (l) of this AD.

(2) If any cracking of the corners of the door frame of the aft cargo door is detected, prior to further flight, replace the damaged frame with a new frame, and modify the four corners of the door

frame, in accordance with Part II and Part III of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Part II and Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Part III and Part IV of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of such modification constitutes terminating action for the repetitive inspection requirements of paragraph (k)(1) of this AD for that door frame.

(l) Retained Terminating Action for Inspections Specified in Paragraphs (h) and (k) of This AD

This paragraph restates the action required by paragraph (e) of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001), with revised service information. For airplanes identified in paragraph (g) of this AD: Within 4 years or 12,000 flight cycles after August 15, 2001 (the effective date of AD 2000-06-13 R1), whichever occurs later, modify the four corners of the door frame and the cross beams of the aft cargo door, in accordance with Part II of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996; Part II of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999; or Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Accomplishment of that modification constitutes terminating action for the repetitive inspection requirements of paragraphs (h) and (k) of this AD.

(m) Retained Method of Compliance

This paragraph restates the method of compliance of Note 3 of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001). Accomplishment of the modification required by paragraph (a) of AD 90-06-02, Amendment 39-6489 (55 FR 8372, March 7, 1990), is considered acceptable for compliance with the requirements of paragraph (l) of this AD.

(n) Retained Credit for Previous Actions

This paragraph restates the credit given for service information specified in Note 4 of AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001). This paragraph provides credit for the modification of the corners of the door frame and the cross beams of the aft cargo door required by paragraph (l) of this AD, if the modification was accomplished prior to August 15, 2001 (the effective date of AD 2000-06-13 R1), using Boeing Service Bulletin 737-52-1079, dated December 16, 1983; Revision 1, dated December 15, 1988; Revision 2, dated July 20, 1989; Revision 3, dated May 17, 1990; or Revision 4, dated February 21, 1991.

(o) New Requirement for Determining Door Configuration

At the applicable time specified in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, except as provided by paragraph (u)(1) of this AD: Inspect to determine the configuration of the aft cargo door, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011. A review of airplane maintenance records is acceptable in lieu of this inspection if the configuration of the cargo door can be conclusively determined from that review.

(p) New Requirements for Certain Doors Subject to Boeing Alert Service Bulletin 737-52A1079, Revision 7, Dated December 17, 2010

If, during the inspection required by paragraph (o) of this AD, any door is determined to be from any airplane having line numbers 6 through 873 inclusive, and neither the modification nor the repair specified in any service bulletin identified in paragraphs (p)(1) through (p)(7) of this AD has been done as of the effective date of this AD: Do a one-time HFEC and a one-time ultrasonic inspection for cracking of the upper and lower corner frames and the upper and lower cross beams, and do all applicable related investigative and corrective actions, in accordance with Parts II, III, IV, and VI of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; and, as applicable, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011; except as provided by paragraphs (u)(2) and (u)(3) of this AD. Do the inspections before the accumulation of 27,000 total flight cycles on the door, or within 4,500 door flight cycles after the effective date of this AD, whichever occurs later (for airplanes on which the door flight cycles are known); or within 4,500 flight cycles after the effective date of this AD (for airplanes on which door flight cycles are not known). Do all applicable related investigative and corrective actions before further flight. If no cracking is found during the initial inspections, before further flight, do the modification in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010. Doing the inspection specified in this paragraph terminates the inspections required by paragraphs (h) and (k) of this AD.

- (1) Boeing Service Bulletin 737-52-1079, dated December 16, 1983.
- (2) Boeing Service Bulletin 737-52-1079, Revision 1, dated December 15, 1988.
- (3) Boeing Service Bulletin 737-52-1079, Revision 2, dated July 20, 1989.
- (4) Boeing Service Bulletin 737-52-1079, Revision 3, dated May 17, 1990.
- (5) Boeing Service Bulletin 737-52-1079, Revision 4, dated February 21, 1991.
- (6) Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996.
- (7) Boeing Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999.

(q) Requirements for All Doors Subject to Boeing Alert Service Bulletin 737-52A1079, Revision 7, Dated December 17, 2010

If, during the inspection required by paragraph (o) of this AD, any door is determined to be from any airplane having line numbers 6 through 873 inclusive: Before the accumulation of 27,000 total flight cycles on the door, or within 4,500 door flight cycles after the effective date of this AD, whichever occurs later, (for airplanes on which the door flight cycles are known); or within 4,500 flight cycles after the effective date of this AD (for airplanes on which door flight cycles are not known); inspect the lower corner frames to determine if the door has reinforcement angles, P/N 65C25180-9, -43, -10, -11, or -12, that were installed as specified in any service bulletin identified in paragraphs (q)(1) through (q)(5) of this AD. If any affected reinforcement angle is found, do a one-time general visual inspection for edge margin and do a detailed inspection for cracks; in accordance with Part V of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010.

- (1) Boeing Service Bulletin 737-52-1079, dated December 16, 1983.
- (2) Boeing Service Bulletin 737-52-1079, Revision 1, dated December 15, 1988.
- (3) Boeing Service Bulletin 737-52-1079, Revision 2, dated July 20, 1989.
- (4) Boeing Service Bulletin 737-52-1079, Revision 3, dated May 17, 1990.
- (5) Boeing Service Bulletin 737-52-1079, Revision 4, dated February 21, 1991.

(r) Corrective Actions for Inspections Specified in Paragraph (q) of This AD

If, during any inspection required by paragraph (q) of this AD, any crack is found, or if any edge margin does not meet the specification identified in Part V of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010, before further flight, do the actions specified in paragraphs (r)(1), (r)(2), and (r)(3) of this AD.

(1) Replace the corner reinforcement angle, in accordance with Part III of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010.

(2) Do a one-time detailed inspection or HFEC inspection for cracking at the forward and aft ends of cross beam D, in accordance with Part 1 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010; or Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011. If any cracking is found, before further flight, do all applicable repairs in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010; or Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011, except as provided by paragraph (u)(2) of this AD.

(3) Do a one-time detailed inspection or ultrasonic inspection for cracking on the frames, in accordance with Part 2 (detailed inspection) or Part 8 (ultrasonic inspection) of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011. If any cracking is found, before further flight, replace the frame in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010.

(s) Requirements for Doors Subject to Boeing Alert Service Bulletin 737-52A1153, Dated July 13, 2011

If, during the action required by paragraph (o) of this AD, a door is determined to be from an airplane having line numbers 874 and subsequent: At the applicable time specified in Tables 1 and 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, except as provided by paragraph (u)(1) of this AD, do high frequency and detailed inspections for cracks in the forward and aft ends of cross beam E, and do all applicable related investigative and corrective actions, in accordance with Parts 1, 3, 4, 5, and 6 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011; and, as applicable, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011; except as provided by paragraph (u)(2) of this AD. Do all applicable related investigative and corrective actions at the applicable time specified in Tables 1 and 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, except as provided by paragraph (u)(1) of this AD. If no cracking is found during the inspections specified in Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, at the applicable time specified in Tables 1 and 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, except as provided by paragraph (u)(1) of this AD, do the modification in accordance with Parts 5 and 6, as applicable, of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011. Repeat the inspections thereafter at the times specified in Tables 1 and 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, until the preventative modification or repair is done to both ends of cross beam E in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011. Doing the inspection specified in this paragraph terminates the inspections required by paragraphs (h) and (k) of this AD.

(t) One Time Inspections for Doors Subject to Boeing Alert Service Bulletin 737-52A1153, Dated July 13, 2011

If, during the actions required by paragraph (o) of this AD, a door is determined to be from an airplane having line numbers 874 and subsequent: At the applicable time specified in Tables 3 and 4 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, except as provided by paragraph (u)(1) of this AD, do a one-time ultrasonic inspection of the frame and a detailed inspection of the reinforcing angle for cracks of the forward and aft ends of cross beam E, and do all applicable related investigative and corrective actions, in accordance with Parts 1, 3, 4, 7, and 8 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011; and, as applicable; the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011; except as provided by paragraph (u)(2) of this AD. Do all applicable related investigative and corrective actions before further flight.

(u) Service Information Exceptions

The following exceptions apply to this AD.

(1) Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010; and Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011, specify to contact Boeing for repair, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (x) of this AD.

(3) Where Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010, specifies to contact Boeing for repair, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (x) of this AD.

(4) This AD does not require accomplishment of the access and restoration procedures identified in the Work Instructions of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011; Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010; and Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011.

(v) Supplemental Structural Inspections

(1) The supplemental structural inspections specified in Tables 5 and 6 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011; and Tables 3 and 4 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; and Table 5 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011, are not required by this AD.

(2) The damage tolerance inspections specified in Tables 5 and 6 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011; and Tables 3 and 4 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; and Table 5 of paragraph 1.E., "Compliance," of Boeing Service Bulletin 737-52-1154, dated December 17, 2010, as revised by Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011; may be used in support of compliance with section 121.1109(c)(2) or 129.109(b)(2) of the Federal Aviation Regulations (14 CFR 121.1109(c)(2) or 14

CFR 129.109(b)(2)). The corresponding actions specified in the Accomplishment Instructions and figures of Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011; and Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010; are not required by this AD.

(w) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (p), (q), and (r) of this AD, if the actions were accomplished before the effective date of this AD using any service information specified in paragraph (w)(1)(i), (w)(1)(ii), (w)(1)(iii), (w)(1)(iv), (w)(1)(v), (w)(1)(vi), or (w)(1)(vii) of this AD.

(i) Boeing Service Bulletin 737-52-1079, dated December 16, 1983.

(ii) Boeing Service Bulletin 737-52-1079, Revision 1, dated December 15, 1988.

(iii) Boeing Service Bulletin 737-52-1079, Revision 2, dated July 20, 1989.

(iv) Boeing Service Bulletin 737-52-1079, Revision 3, dated May 17, 1990.

(v) Boeing Service Bulletin 737-52-1079, Revision 4, dated February 21, 1991.

(vi) Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996.

(vii) Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999.

(2) This paragraph provides credit for actions required by paragraphs (s) and (t) of this AD, if the actions were accomplished before the effective date of this AD using Boeing Service Bulletin 737-52-1154, dated December 17, 2010, provided that any alternative detailed inspections specified in Part 17 of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1154, dated December 17, 2010, were done in accordance with Part 11 of the Accomplishment Instructions of Boeing Service Bulletin 737-52-1154, dated December 17, 2010.

(x) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in 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 ODA that has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously in accordance with AD 2000-06-13, Amendment 39-11654 (65 FR 17583, April 4, 2000); and AD 2000-06-13 R1, Amendment 39-12317 (66 FR 36146, July 11, 2001); are approved as AMOCs for the corresponding requirements of this AD.

(y) Related Information

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

(z) 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 September 10, 2013.

(i) Boeing Alert Service Bulletin 737-52A1153, dated July 13, 2011.

(ii) Boeing Alert Service Bulletin 737-52A1079, Revision 7, dated December 17, 2010.

(iii) Boeing Special Attention Service Bulletin 737-52-1154, dated December 17, 2010.

(iv) Boeing Special Attention Service Bulletin 737-52-1154, Revision 1, dated August 3, 2011.

(4) The following service information was approved for IBR on May 9, 2000 (65 FR 17583, April 4, 2000).

(i) Boeing Alert Service Bulletin 737-52A1079, Revision 6, dated November 18, 1999.

(ii) Reserved.

(5) The following service information was approved for IBR on December 24, 1998 (63 FR 67769, December 9, 1998).

(i) Boeing Service Bulletin 737-52-1079, Revision 5, dated May 16, 1996.

(ii) Reserved.

(6) 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>.

(7) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington 98057-3356. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on June 18, 2013.

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



2013-13-16 Airbus: Amendment 39-17504. Docket No. FAA-2012-1033; Directorate Identifier 2010-NM-266-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 10, 2013.

(b) Affected ADs

This AD supersedes AD 2005-07-04, Amendment 39-14028 (70 FR 16104, March 30, 2005).

(c) Applicability

This AD applies to all Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by several reports of disconnection of the transfer tube from the ball nut of the trimmable horizontal stabilizer actuator (THSA). We are issuing this AD to prevent degraded operation of the THSA, which could result in reduced 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 Modification or Replacement

This paragraph restates the requirements of paragraph (g) of AD 2005-07-04, Amendment 39-14028 (70 FR 16104, March 30, 2005). Except for Model A330-223F and -243F airplanes: Within 24 months after May 4, 2005 (the effective date of AD 2005-07-04), modify the ball nut of each THSA by doing paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For THSAs having part number (P/N) 47172: Modify the ball nut of the THSA, or replace the existing THSA with a serviceable part having P/N 47172-300; in accordance with Airbus Service Bulletin A330-27-3085 (for Model A330 series airplanes) or A340-27-4089 (for Model A340-313 series airplanes), both Revision 02, both dated September 5, 2002; as applicable.

Note 1 to paragraph (g)(1) of this AD: Airbus Service Bulletins A330-27-3085 and A340-27-4089, both Revision 02, both dated September 5, 2002, refer to TRW Aeronautical Systems Service

Bulletin 47172-27-03, dated October 24, 2001 (which is not incorporated by reference in this AD), as additional guidance for accomplishing the modification of the ball nut of the THSA.

(2) For THSAs having P/N 47147-200, -210, -213, -300, -303, -350, or -400: Modify the ball nut of the THSA, or replace the existing THSA with an improved part having P/N 47147-500; as applicable; in accordance with Airbus Service Bulletin A330-27-3093 (for Model A330 series airplanes) or A340-27-4099 (for Model A340-200 and -300 series airplanes), both Revision 01, both dated September 5, 2002; as applicable.

Note 2 to paragraph (g)(2) of this AD: Airbus Service Bulletins A330-27-3093 and A340-27-4099, both Revision 01, both dated September 5, 2002, refer to TRW Aeronautical Systems Service Bulletin 47147-27-10, dated June 27, 2002 (which is not incorporated by reference in this AD), as additional guidance for accomplishing the modification of the ball nut of the THSA.

(h) Retained Previous/Concurrent Requirements

This paragraph restates the requirements of paragraph (h) of AD 2005-07-04, Amendment 39-14028 (70 FR 16104, March 30, 2005).

(1) Except for Model A330-223F and -243F airplanes, prior to or concurrently with accomplishing the requirements of paragraph (g)(2) of this AD, do all of the actions specified in the Accomplishment Instructions of the applicable Airbus service bulletins listed in table 1 or 2 to paragraph (h)(1) of this AD, as applicable, in accordance with those service bulletins.

Note 3 to paragraph (h)(1) of this AD: Airbus Service Bulletin A330-27-3093, Revision 01, dated September 5, 2002, specifies that the actions in Airbus Service Bulletin A330-27-3052 be accomplished previously or concurrently. Airbus Service Bulletin A330-27-3052, Revision 03, dated December 5, 2001, specifies that the actions in Airbus Service Bulletins A330-27-3007, A330-27-3015, A330-27-3047, A330-27-3050, and A330-55-3020 be accomplished previously or concurrently.

Note 4 to paragraph (h)(1) of this AD: Airbus Service Bulletin A340-27-4099, Revision 01, dated September 5, 2002, specifies that the actions in Airbus Service Bulletin A340-27-4059 be accomplished previously or concurrently. Airbus Service Bulletin A340-27-4059, Revision 03, dated December 5, 2001, specifies that the actions in Airbus Service Bulletins A340-27-4007, A340-27-4025, A340-27-4054, A340-27-4057, and A340-55-4021 be accomplished previously or concurrently.

Table 1 to Paragraph (h)(1) of This AD—Retained Previous/Concurrent Requirements for Model A330 Series Airplanes

Airbus service bulletin—	Revision level—	Date—	Main action—	Additional source of guidance (not incorporated by reference in this AD)—
A330-27-3007	01	September 18, 1996	Replace rudder servo controls with modified parts	Samm Avionique Service Bulletin SC5300-27-24-01, dated April 15, 1994.
A330-27-3015		June 7, 1995	Modify the control valve detent and the jamming protection device on the THSA	Lucas Aerospace Service Bulletin 47147-27-02, Revision 1, dated January 31, 1996.

A330-27-3047	01	November 26, 1997	Replace hydraulic motors on the THSA with new parts	Lucas Aerospace Service Bulletin 47147-27-04, Revision 1, dated June 20, 1997.
A330-27-3050		November 15, 1996	Replace mechanical input shaft for THSA with modified part	Lucas Aerospace Service Bulletin 47147-27-05, dated November 8, 1996.
A330-27-3052	03	December 5, 2001	Replace THSA with a modified THSA	Lucas Aerospace Service Bulletin 47147-27-07, dated May 4, 1998.
A330-55-3020	01	October 21, 1998	Perform a general visual inspection of the THSA screw jack fitting assembly for correct installation of a washer; and correctly install washer as applicable	None.

Table 2 to Paragraph (h)(1) of This AD—Retained Previous/Concurrent Requirements for Model A340 Series Airplanes

Airbus service bulletin—	Revision level—	Date—	Main action—	Additional source of guidance (not incorporated by reference in this AD)—
A340-27-4007		April 7, 1994	Replace hydraulic motors on the THSA with new parts	Lucas Aerospace Service Bulletin 47147-27-01, dated May 4, 1998.
A340-27-4025		June 7, 1995	Modify the control valve detent and the jamming protection device on the THSA	Lucas Aerospace Service Bulletin 47147-27-02, Revision 1, dated January 31, 1996.
A340-27-4054	01	November 26, 1997	Replace hydraulic motors on the THSA with new parts	Lucas Aerospace Service Bulletin 47147-27-04, Revision 1, dated June 20, 1997.
A340-27-4057		November 15, 1996	Replace mechanical input shaft for THSA with modified part	Lucas Aerospace Service Bulletin 47147-27-05, dated November 8, 1996.
A340-27-4059	03	December 5, 2001	Replace THSA with a modified THSA	Lucas Aerospace Service Bulletin 47147-27-07, dated May 4, 1998.
A340-55-4021	01	October 21, 1998	Perform a general visual inspection of the THSA screw jack fitting assembly for correct installation of a washer; and correctly install washer as applicable	None.

(2) For the purposes of this AD, a general visual inspection is: A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

(i) Retained Credit for Previous Actions

(1) This paragraph provides credit for the requirements of paragraph (g)(1) of this AD, if those actions were performed before May 4, 2005 (the effective date of AD 2005-07-04, Amendment 39-14028 (70 FR 16104, March 30, 2005)), using Airbus Service Bulletin A330-27-3085 (for Model A330 series airplanes) or A340-27-4089 (for Model A340-313 series airplanes), both Revision 01, both dated January 23, 2002 (which are not incorporated by reference in this AD), as applicable.

(2) This paragraph provides credit for the requirements of paragraphs (g)(2) of this AD, if those actions were performed before May 4, 2005 (the effective date of AD 2005-07-04, Amendment 39-14028 (70 FR 16104, March 30, 2005)), using Airbus Service Bulletin A330-27-3093 (for Model A330 series airplanes) or A340-27-4099 (for Model A340-200 and -300 series airplanes), both dated June 27, 2002 (which are not incorporated by reference in this AD), as applicable.

(j) New Repetitive Greasing Procedure

(1) Within 700 flight hours after the effective date of this AD, or within 700 flight hours after the date of the last lubrication, whichever occurs later; and thereafter at intervals not to exceed 700 flight hours from the last lubrication of the trimmable horizontal stabilizer (THS) actuator ball screw nut: Perform Task 27.40.00/02, Lubrication of THS Actuator Ball Screw Nut, in accordance with Airbus A330 Maintenance Review Board Report (MRBR), Revision 12, dated July 1, 2010 (for Model A330 series airplanes); or Airbus A340 MRBR, Revision 12, dated July 1, 2010 (for Model A340 series airplanes); on all THSAs.

(2) For airplanes identified in paragraphs (j)(2)(i), (j)(2)(ii), and (j)(2)(iii) of this AD, as applicable, lubrication of the THS actuator ball screw nut performed at a threshold of 1,000 flight hours and a repetitive interval not exceeding 1,000 flight hours, in accordance with Task 274400-00002-1-E, Lubrication of the THSA Ball Nut, of Airbus A330 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011 (for Model A330 series airplanes); or Task 274400-00002-1-E, Lubrication of the THSA Ball Nut, of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011, or Revision 03, dated November 15, 2012 (for Model A340-200 and -300 series airplanes); is acceptable for compliance with the requirements of paragraph (j)(1) of this AD.

(i) Airplanes on which Airbus Modifications 52269, 56056, and 55780 have been done in production.

(ii) Model A330 series airplanes on which the actions specified in Airbus Mandatory Service Bulletin A330-27-3137, dated March 20, 2007, or Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010; and Airbus Mandatory Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010, or Revision 05, dated November 7, 2011; which are not incorporated by reference in this AD; have been done in service.

(iii) Model A340-200 and -300 series airplanes on which the actions specified in Airbus Mandatory Service Bulletin A340-27-4136, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated February 24, 2010; and Airbus Mandatory Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; which are not incorporated by reference in this AD; have been done in service.

(k) New Repetitive Inspections of the Ball Screw Assembly and Corrective Actions

For airplanes other than those identified in paragraphs (l)(1), (l)(2), and (l)(3) of this AD: Do the applicable actions specified in paragraphs (k)(1) and (k)(2) of this AD within 700 flight hours after the effective date of this AD, and repeat the inspection thereafter at intervals not to exceed 700 flight hours.

(1) For airplanes on which the actions specified in Airbus Mandatory Service Bulletin A330-27-3137, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340-27-4136, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated February 24, 2010 (for Model A340-200 and -300 series airplanes); none of which are incorporated by reference in this AD; have been done: Do the applicable detailed inspection of the ball screw assembly for integrity of the primary and secondary load path and check the checkable shear pins (CSP), and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3102, Revision 08, dated December 6, 2007 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340-27-4107, Revision 08, dated December 6, 2007 (for Model A340-200 and -300 series airplanes); except as required by paragraph (m) of this AD. Do all applicable corrective actions before further flight.

(2) For airplanes on which the actions specified in Airbus Mandatory Service Bulletin A330-27-3137, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340-27-4136, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated February 24, 2010 (for Model A340-200 and -300 series airplanes); none of which are incorporated by reference in this AD; have not been done: Perform a detailed inspection of the ball screw assembly for integrity of the primary and secondary load path, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A330-27-3102, Revision 08, dated December 6, 2007 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340-27-4107, Revision 08, dated December 6, 2007 (for Model A340 series airplanes); except as required by paragraph (m) of this AD. Do all applicable corrective actions before further flight.

(l) Certain Airplanes Excluded From Paragraphs (k) and (n) of This AD

This paragraph specifies the airplanes excluded from the actions required by paragraphs (k) and (n) of this AD.

(1) Airplanes on which the actions specified in Airbus Modifications 52269, 56056, and 55780 have been done in production.

(2) Model A330 series airplanes on which Airbus Mandatory Service Bulletin A330-27-3137, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated January 18, 2010; and Airbus Mandatory Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010, or Revision 05, dated November 7, 2011; none of which are incorporated by reference in this AD; have been done in service.

(3) Model A340-200 and -300 series airplanes on which the actions specified in Airbus Mandatory Service Bulletin A340-27-4136, dated March 20, 2007, Revision 01, dated December 6, 2007, or Revision 02, dated February 24, 2010; and Airbus Mandatory Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; have been done in service.

(m) Service Information Exception

Where Airbus Mandatory Service Bulletin A330-27-3102, Revision 08, dated December 6, 2007 (for Model A330 series airplanes); or Airbus Mandatory Service Bulletin A340-27-4107, Revision 08, dated December 6, 2007 (for Model A340 series airplanes); specify contacting Airbus for a damage assessment, this AD requires contacting the Manager, International Branch, ANM-116,

Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent); for required actions before further flight, and doing the specified actions within the times given.

(n) New Actions for Electronic Centralized Aircraft Monitor (ECAM) Fault Messages

For airplanes other than those identified in paragraphs (l)(1), (l)(2), and (l)(3) of this AD, if one of the "PRIM X PITCH FAULT" or "STAB CTL FAULT" messages is displayed on the ECAM associated with the "PITCH TRIM ACTR (1CS)" maintenance message, do the applicable detailed inspection and all applicable corrective actions specified in paragraph (k)(1) or (k)(2) of this AD, as applicable to airplane configuration, before further flight after the message is displayed on the ECAM.

(o) New Optional Method of Compliance

For airplanes having THSA P/N 47147-500, 47147-700, 47172-300, 47172-500, or 47172-510, accomplishing the repetitive actions specified in paragraph (o)(1) or (o)(2) of this AD, as applicable, is acceptable for compliance with the corresponding actions specified in paragraph (k)(1) or (k)(2) of this AD, as applicable.

(1) For Model A330 series airplanes: The repetitive actions specified in paragraphs (o)(1)(i) through (o)(1)(viii) of this AD.

(i) Task 274400-00001-1-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated December 16, 2009.

(ii) Task 274400-00001-1-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011.

(iii) Task 274400-00001-2-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated December 16, 2009.

(iv) Task 274400-00001-2-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011.

(v) Task 274400-00001-3-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated December 16, 2009.

(vi) Task 274400-00001-3-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011.

(vii) Task 274400-00001-4-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated December 16, 2009.

(viii) Task 274400-00001-4-E of Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011.

(2) For Model A340-200 and -300 series airplanes: The repetitive actions specified in paragraphs (o)(2)(i) through (o)(2)(viii) of this AD.

(i) Task 274400-00001-1-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 01, dated December 15, 2009.

(ii) Task 274400-00001-1-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011.

(iii) Task 274400-00001-2-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 01, dated December 15, 2009.

(iv) Task 274400-00001-2-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011.

(v) Task 274400-00001-3-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 01, dated December 15, 2009.

(vi) Task 274400-00001-3-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011.

(vii) Task 274400-00001-4-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 01, dated December 15, 2009.

(viii) Task 274400-00001-4-E of Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011.

(p) New Credit for Previous Actions

(1) For Model A300 series airplanes: This paragraph provides credit for the actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Task 27.40.00/02, Lubrication of THS Actuator Ball Screw Nut, of Airbus A330 MRBR, Revision 11, dated June 18, 2008 (which is not incorporated by reference in this AD).

(2) For Model A340 series airplanes: This paragraph provides credit for the actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Task 27.40.00/02, Lubrication of THS Actuator Ball Screw Nut, of Airbus A340 MRBR, Revision 11, dated June 18, 2008 (which is not incorporated by reference in this AD).

(3) For Model A330 series airplanes: This paragraph provides credit for the inspections and corrective actions required by paragraph (k) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (p)(3)(i) through (p)(3)(vi) of this AD (which are not incorporated by reference in this AD).

(i) Airbus Service Bulletin A330-27-3102, Revision 02, dated November 7, 2002.

(ii) Airbus Service Bulletin A330-27-3102, Revision 03, dated June 20, 2003.

(iii) Airbus Service Bulletin A330-27-3102, Revision 04, dated December 8, 2003.

(iv) Airbus Mandatory Service Bulletin A330-27-3102, Revision 05, dated July 7, 2004.

(v) Airbus Mandatory Service Bulletin A330-27-3102, Revision 06, dated December 16, 2005.

(vi) Airbus Mandatory Service Bulletin A330-27-3102, Revision 07, dated March 16, 2007.

(4) For Model A340 series airplanes: This paragraph provides credit for the inspections and corrective actions required by paragraph (k) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (p)(4)(i) through (p)(4)(vi) of this AD (which are not incorporated by reference in this AD).

(i) Airbus Mandatory Service Bulletin A340-27-4107, Revision 02, dated September 23, 2002.

(ii) Airbus Service Bulletin A340-27-4107, Revision 03, dated December 4, 2002.

(iii) Airbus Mandatory Service Bulletin A340-27-4107, Revision 04, dated June 20, 2003.

(iv) Airbus Mandatory Service Bulletin A340-27-4107, Revision 05, dated December 8, 2003.

(v) Airbus Mandatory Service Bulletin A340-27-4107, Revision 06, dated December 16, 2005.

(vi) Airbus Mandatory Service Bulletin A340-27-4107, Revision 07, dated March 16, 2007.

(q) 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 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.

(r) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2010-0192 (corrected), dated October 11, 2010; and EASA Airworthiness Directive 2010-0193 (corrected), dated October 11, 2010; for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov>.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (s)(5), (s)(6), and (s)(7) of this AD.

(s) 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 September 10, 2013.

(i) Airbus Mandatory Service Bulletin A330-27-3102, Revision 08, dated December 6, 2007.

(ii) Airbus Mandatory Service Bulletin A340-27-4107, Revision 08, dated December 6, 2007.

(iii) Task 27.40.00/02, Lubrication of Trimmable Horizontal Stabilizer (THS) Actuator Ball Screw Nut, of Airbus A330 Maintenance Review Board Report (MRBR), Revision 12, dated July 1, 2010.

(iv) Task 27.40.00/02, Lubrication of THS Actuator Ball Screw Nut, of Airbus A340 MRBR, Revision 12, dated July 1, 2010.

(v) A330 Airworthiness Limitations Section (ALS) Part 4—Ageing Systems Maintenance, Revision 02, dated December 16, 2009. Only the title page and Record of Revision of this document contain the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(vi) Airbus A330 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated September 9, 2011. Only the title page and Record of Revision of this document contain the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(vii) Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 01, dated December 15, 2009. Only the title page and Record of Revision of this document contains the revision level; no other page of this document contains this information. The title page of this document does not contain an issue date.

(viii) Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 02, dated October 12, 2011. Only the title page and Record of Revision of this document contain the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(ix) Airbus A340 ALS Part 4—Ageing Systems Maintenance, Revision 03, dated November 15, 2012. Only the title page and Record of Revision of this document contain the revision level; no other page of the document contains this information. The title page of this document does not contain an issue date.

(4) The following service information was approved for IBR on May 4, 2005 (60 FR 16104, March 30, 2005).

(i) Airbus Service Bulletin A330-27-3007, Revision 01, dated September 18, 1996.

(ii) Airbus Service Bulletin A330-27-3015, dated June 7, 1995.

(iii) Airbus Service Bulletin A330-27-3047, Revision 01, dated November 26, 1997.

(iv) Airbus Service Bulletin A330-27-3050, dated November 15, 1996.

- (v) Airbus Service Bulletin A330-27-3052, Revision 03, dated December 5, 2001.
- (vi) Airbus Service Bulletin A330-27-3085, Revision 02, dated September 5, 2002.
- (vii) Airbus Service Bulletin A330-27-3093, Revision 01, dated September 5, 2002.
- (viii) Airbus Service Bulletin A330-55-3020, Revision 01, dated October 21, 1998.
- (ix) Airbus Service Bulletin A340-27-4007, dated April 7, 1994.
- (x) Airbus Service Bulletin A340-27-4025, dated June 7, 1995.
- (xi) Airbus Service Bulletin A340-27-4054, Revision 01, dated November 26, 1997.
- (xii) Airbus Service Bulletin A340-27-4057, dated November 15, 1996.
- (xiii) Airbus Service Bulletin A340-27-4059, Revision 03, dated December 5, 2001.
- (xiv) Airbus Service Bulletin A340-27-4089, Revision 02, dated September 5, 2002.
- (xv) Airbus Service Bulletin A340-27-4099, Revision 01, dated September 5, 2002.
- (xvi) Airbus Service Bulletin A340-55-4021, Revision 01, October 21, 1998.

(5) For Airbus 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>.

(6) For TRW Aeronautical Systems, SAMM Avionique, and Lucas Aerospace service information identified in this AD, contact Goodrich Corporation, Actuation Systems, Stafford Road, Fordhouses, Wolverhampton WV10 7EH, England; telephone +44 (0) 1902 624938; fax +44 (0) 1902 788100; email techpubs.wolverhampton@goodrich.com; Internet <http://www.goodrich.com/TechPubs>.

(7) 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.

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

Issued in Renton, Washington, on June 21, 2013.

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



2013-14-06 CFM International, S. A.: Amendment 39-17511; Docket No. FAA-2012-1114;
Directorate Identifier 2012-NE-21-AD.

(a) Effective Date

This AD is effective September 3, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to CFM International S.A. (CFM) model CFM56-5 and CFM56-5B series turbofan engines with any of the hydro-mechanical unit (HMU) fuel control part numbers (P/Ns) in paragraphs (c)(1) and (c)(2) of this AD, installed:

(1) CFM56-5: CFM P/Ns 1348M79P02; 1348M79P03; 1348M79P04; 1348M79P06; 1348M79P07; 1348M79P08; 1348M79P09; 1348M79P10; 1348M79P11; 1348M79P12; 1348M79P13; and 1348M79P14.

(2) CFM56-5B: CFM P/Ns: 1348M79P08; 1348M79P09; 1348M79P10; 1348M79P11; 1348M79P12; 1348M79P13; and 1348M79P14.

(d) Unsafe Condition

This AD was prompted by corrosion of the delta-P valve in the HMU fuel control caused by exposure to type TS-1 fuel. We are issuing this AD to prevent seizure of the HMU, leading to failure of one or more engines, and damage to the airplane.

(e) Compliance

Unless already done, do the following:

(f) Record Type TS-1 Fuel Usage

- (1) From the effective date of this AD, record all TS-1 fuel usage.
- (2) If the HMU never uses TS-1 fuel, no further action is required.

(g) Initial Inspection

If the HMU has operated on TS-1 fuel, inspect the HMU for corrosion as follows:

(1) For an HMU that has operated for fewer than 6,000 hours since new (HSN) or hours since last overhaul, inspect the HMU before 10,000 HSN or hours since last overhaul, whichever comes later.

(2) For an HMU that has operated for 6,000 or more HSN or hours since last overhaul, inspect the HMU within 24 months or 4,000 hours after the effective date of this AD, whichever comes first.

(3) Use paragraph 3.A(2) of CFM Service Bulletin (SB) No. CFM56-5 S/B 73-0182, Revision 6, dated March 8, 2012, or CFM SB No. CFM56-5B S/B 73-0122, Revision 8, dated March 8, 2012, to do the inspection.

(h) Repetitive Inspections

Repeat the inspection required in paragraph (g)(3) of this AD before 10,000 hours since last overhaul if, after last overhaul, the HMU is exposed to TS-1 fuel.

(i) Credit for Previous Actions

If the HMU has not been exposed to TS-1 fuel since the last overhaul, then the initial inspection in paragraph (g) of this AD is not required.

(j) Definitions

For the purposes of this AD, overhaul is defined as HMU maintenance, which includes inspection, cleaning, or replacement of the HMU delta-P valve.

(k) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(l) 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.

(m) Related Information

(1) For more information about this AD, contact Martin Adler, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7157; fax: 781-238-7199; email: martin.adler@faa.gov.

(2) Refer to European Aviation Safety Agency, AD 2012-0123, dated July 9, 2012, for more information. You may examine this AD 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.

(i) CFM International, S. A. (CFM) Service Bulletin No. CFM56-5 S/B 73-0182, Revision 6, dated March 8, 2012.

(ii) CFM Service Bulletin No. CFM56-5B S/B 73-0122, Revision 8, dated March 8, 2012.

(3) For CFM International, S. A. service information identified in this AD, contact CFM International Inc., Aviation Operations Center, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; International phone: 513-552-3272; USA phone: 877-432-3272; International fax: 513-552-3329; USA fax: 877-432-3329; email: geae.aoc@ge.com; or CFM International SA, Customer Support Center, International phone: 33 1 64 14 88 66; International fax: 33 1 64 79 85 55; email: snecma.csc@snecma.fr.

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

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

Issued in Burlington, Massachusetts, on July 9, 2013.

Robert J. Ganley,
Acting Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-14-09 Bombardier, Inc.: Amendment 39-17514. Docket No. FAA-2013-0209; Directorate Identifier 2012-NM-127-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 10, 2013.

(b) Affected ADs

This AD supersedes AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012).

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315 airplanes, certificated in any category, serial numbers 003 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by reports of hydraulic accumulator screw cap or end cap failure. We are issuing this AD to prevent failure of a parking brake accumulator screw cap or end cap resulting in loss of the number 2 hydraulic system and damage to airplane structures, which could adversely affect the 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 Inspection and Replacement

This paragraph restates the requirements of paragraph (g) of AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012), with no changes. Within 2,000 flight hours or 12 months after August 27, 2012 (the effective date of AD 2012-14-04), whichever occurs first: Inspect to determine the part number (P/N) and serial number of the parking brake hydraulic accumulator, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-32-170, dated February 25, 2011. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and serial number of the parking brake hydraulic accumulator can be conclusively determined from that review.

(1) For accumulators not having P/N 0860162001 or 0860162002: No further action is required by this paragraph.

(2) For accumulators having P/N 0860162001 or 0860162002: Before further flight, do the applicable actions specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) If the serial number is listed in the table in paragraph 3.B.(2) of Bombardier Service Bulletin 8-32-170, dated February 25, 2011: No further action is required by this paragraph.

(ii) If the serial number is not listed in the table in paragraph 3.B.(2) of Bombardier Service Bulletin 8-32-170, dated February 25, 2011: Within 2,000 flight hours or 12 months after August 27, 2012 (the effective date of AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012)), whichever occurs first, replace the accumulator with a new non-suspect accumulator, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-32-172, dated March 15, 2011.

(h) Retained Parts Installation Prohibition

This paragraph restates the requirements of paragraph (h) of AD 2012-14-04, Amendment 39-17118 (77 FR 42956, July 23, 2012), with no changes. As of August 27, 2012 (the effective date of AD 2012-14-04), no person may install a parking brake accumulator, P/N 0860162001 or 0860162002 with a serial number that is not listed in the table in paragraph 3.B.(2) of Bombardier Service Bulletin 8-32-170, dated February 25, 2011, on any airplane.

(i) New Requirement of This AD: Install Restraint Devices on All Airplanes

Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first: Install restraint devices around the parking brake hydraulic accumulator end caps by incorporating Bombardier ModSum 8Q101901, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-32-169, Revision A, dated December 16, 2011.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 8-32-169, dated November 25, 2011, which is not incorporated by reference in this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2011-29R1, dated May 24, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov>.

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

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 10, 2013.

(i) Bombardier Service Bulletin 8-32-169, Revision A, dated December 16, 2011.

(ii) Reserved.

(4) The following service information was approved for IBR on August 27, 2012 (77 FR 42956, July 23, 2012).

(i) Bombardier Service Bulletin 8-32-170, dated February 25, 2011.

(ii) Bombardier Service Bulletin 8-32-172, dated March 15, 2011.

(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 July 5, 2013.

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



2013-14-10 Gulfstream Aerospace LP (Type Certificate Previously Held by Israel Aircraft Industries, Ltd.): Amendment 39-17515. Docket No. FAA-2013-0093; Directorate Identifier 2011-NM-109-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 10, 2013.

(b) Affected ADs

This AD supersedes AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010).

(c) Applicability

This AD applies to Gulfstream Aerospace LP (Type Certificate previously held by Israel Aircraft Industries, Ltd.) Model Gulfstream 100 airplanes, and Model Astra SPX and 1125 Westwind Astra airplanes; certificated in any category; all serial numbers except serial number 158.

(d) Subject

Air Transport Association (ATA) of America Code 31: Indicating/Recording Systems.

(e) Reason

This AD was prompted by a report of a main entry door (MED) opening in flight on an unmodified airplane. We are issuing this AD to prevent incomplete closure of the main entry door, which may result in the door opening in flight and possible separation of the door, causing damage to the airplane structure and left engine by flying debris and objects.

(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 Revisions to Airplane Flight Manuals

This paragraph restates the requirements of paragraph (f) of AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010). Within 10 days after February 15, 2007 (the effective date of AD 2007-03-05, Amendment 39-14916 (72 FR 4414, January 31, 2007)), amend Section IV, Normal Procedures, of Gulfstream airplane flight manuals (AFMs) Model 1125 Astra, 25W-1001-1; Model Astra SPX, SPX-1001-1; and Model G100, G100-1001-1; as applicable; to include the language specified in figure 1 to paragraph (g) of this AD. Insertion of copies of figure 1 to paragraph (g) of this AD at the appropriate places of the AFMs is acceptable. The actions required by this paragraph may be accomplished by a holder of a Private Pilot's License.

Figure 1 to Paragraph (g) of this AD – AFM Revision

1. BEFORE ENGINE START:

(PRE and POST Mod 20052/Gulfstream Service Bulletin 100-31-284):

CABIN DOOR – CLOSED (Physically verify door latch handle pin is fully engaged in the handle lock)

2. BEFORE TAXIING:

Change the CABIN DOOR procedure as follows (POST Mod 20052/Gulfstream Service Bulletin 100-31-284):

Check **CABIN DOOR** light – OUT

3. BEFORE TAKE-OFF:

Insert between the POSITION lights switch and the THRUST LEVERS procedures:

(PRE Mod 20052/Gulfstream Service Bulletin 100-31-284):

Check **CABIN DOOR** light – OUT (50% N1 may be required)

(POST Mod 20052/Gulfstream Service Bulletin 100-31-284):

Check **CABIN DOOR** light – OUT

CABIN DOOR SEAL light – OUT (50% N1 may be required)

Note: Mod 20052 is equivalent to Gulfstream Service Bulletin 100-31-284, dated August 17, 2006.

(h) Retained Modification With Reduced Compliance Time and New Service Information

This paragraph restates the requirements of paragraph (g) of AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010), with a reduced compliance time and new service information.

(1) Within 250 flight hours after June 25, 2010 (the effective date of AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010)), but no later than within 6 months after the effective date of this AD: Modify the warning and caution lights panel (WACLP), in accordance with the Accomplishment Instructions of the applicable service bulletin identified in paragraph (h)(1)(i), (h)(1)(ii), or (h)(1)(iii) of this AD.

(i) Honeywell Service Bulletin 80-0548-31-0001, dated April 1, 2006.

(ii) Honeywell Service Bulletin 80-0548-31-0002, dated March 1, 2006.

(iii) Honeywell Service Bulletin 80-5090-31-0001, dated March 1, 2006.

(2) Within 250 flight hours after June 25, 2010 (the effective date of AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010)), but no later than within 6 months after the

effective date of this AD: Change the WACL P and MED wiring, in accordance with the Accomplishment Instructions of Gulfstream Service Bulletin 100-31-284, dated August 17, 2006; or Gulfstream Service Bulletin 100-31-284, Revision 1, dated May 27, 2011. As of the effective date of this AD, Gulfstream Service Bulletin 100-31-284, Revision 1, dated May 27, 2011, must be used to accomplish the actions required by this paragraph.

(3) Within 250 flight hours after June 25, 2010 (the effective date of AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010)), but no later than within 6 months after the effective date of this AD: Change the wiring harness connecting the MED to the WACL P, in accordance with the Accomplishment Instructions of Gulfstream Service Bulletin 100-31-284, dated August 17, 2006; or Gulfstream Service Bulletin 100-31-284, Revision 1, dated May 27, 2011. As of the effective date of this AD, Gulfstream Service Bulletin 100-31-284, Revision 1, dated May 27, 2011, must be used to accomplish the actions required by this paragraph.

(4) Within 250 flight hours after June 25, 2010 (the effective date of AD 2010-11-02, Amendment 39-16307 (75 FR 28485, May 21, 2010)), but no later than within 6 months after the effective date of this AD: Verify that the log of modification of the relevant AFM includes a reference to MOD G1-20052, and, if no reference is found, revise the log of modification of the AFM to include a reference to the modification.

(5) Doing the modifications specified in paragraphs (h)(1), (h)(2), (h)(3), and (h)(4) of this AD terminates the requirements of paragraph (g) of this AD. After the modifications have been done, the AFM limitation required by paragraph (g) of this AD may be removed from the AFM.

(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: Tom Stafford, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-1622; 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 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.

(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.

(3) The following service information was approved for IBR on September 10, 2013.

(i) Gulfstream Service Bulletin 100-31-284, Revision 1, dated May 27, 2011.

(ii) Reserved.

(4) The following service information was approved for IBR on June 25, 2010 (75 FR 28485, May 21, 2010).

(i) Gulfstream Service Bulletin 100-31-284, dated August 17, 2006.

(ii) Honeywell Service Bulletin 80-0548-31-0001, dated April 1, 2006.

(iii) Honeywell Service Bulletin 80-0548-31-0002, dated March 1, 2006.

(iv) Honeywell Service Bulletin 80-5090-31-0001, dated March 1, 2006.

(5) For service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Mail Station D-25, Savannah, Georgia 31402-2206; telephone 800-810-4853; fax 912-965-3520; email pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

(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 July 9, 2013.

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



2013-15-05 Bombardier, Inc.: Amendment 39-17521. Docket No. FAA-2013-0216; Directorate Identifier 2012-NM-206-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 10, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, equipped with Eaton flap actuators having any part number (P/N) specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) P/N 601R93101-23/-25 (vendor P/N 852D100-23, -25).

(2) P/N 601R93103-23/-24 (vendor P/N 853D100-23, -24).

(3) P/N 601R93104-23/-24 (vendor P/N 854D100-23, -24).

(d) Subject

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

(e) Reason

This AD was prompted by a determination that certain flap actuators require restoration by installing a redesigned flap actuator inboard pinion seal. We are issuing this AD to prevent flap system failure, and consequent reduced control 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) Maintenance Program Revision

Within 30 days after the effective date of this AD, revise the maintenance program to incorporate Tasks C27-50-111-15 and C27-50-111-17 of Bombardier CL-600-2B19 Temporary Revision (TR) 2A-48, dated July 6, 2012, to Appendix A—Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual (MRM), except as specified in paragraph (j) of this AD. The initial compliance times for the tasks are specified in paragraph (h) of this AD.

Note 1 to paragraph (g) of this AD: The maintenance program revision required by paragraph (g) of this AD may be done by inserting a copy of Bombardier CL-600-2B19 TR 2A-48, dated July 6,

2012, into Appendix A—Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 MRM. When this TR has been included in general revisions of the MRM, the general revisions may be inserted in the MRM, provided the relevant information in the general revision is identical to that in Bombardier CL-600-2B19 TR 2A-48, dated July 6, 2012.

(h) Initial Task Compliance Times

For the inboard and outboard flap actuators identified in Bombardier CL-600-2B19 TR 2A-48, dated July 6, 2012, to Appendix A—Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 MRM, the initial compliance times for the tasks specified in Bombardier CL-600-2B19 TR 2A-48, dated July 6, 2012, are the applicable times specified in paragraphs (h)(1) through (h)(4) of this AD.

(1) For flap actuators that have accumulated less than 6,000 flight cycles as of the effective date of this AD, before the accumulation of 10,000 flight cycles on the flap actuator.

(2) For flap actuators that have accumulated 6,000 or more flight cycles but less than 10,000 flight cycles as of the effective date of this AD, within 4,000 flight cycles after the effective date of this AD, but no later than 12,000 flight cycles on the flap actuator.

(3) For flap actuators that have accumulated 10,000 or more flight cycles but less than or equal to 12,000 flight cycles as of the effective date of this AD, within 2,000 flight cycles after the effective date of this AD, but no later than 13,000 flight cycles on the flap actuator.

(4) For flap actuators that have accumulated more than 12,000 flight cycles as of the effective date of this AD, within 1,000 flight cycles after the effective date of this AD.

(i) Repetitive Compliance Time

Where Bombardier CL-600-2B19 TR 2A-48, dated July 6, 2012, to Appendix A—Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 MRM, specifies a task interval of 10,000 flight cycles or 144 months, the task interval is 10,000 flight cycles.

(j) No Alternative Actions and Intervals

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

(k) 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.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information Canadian Airworthiness Directive CF-2012-26, dated October 30, 2012, for related information, which can be found in the AD docket on the internet at <http://www.regulations.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) Bombardier CL-600-2B19 Temporary Revision 2A-48, dated July 6, 2012, to Appendix A—Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

(ii) Reserved.

(3) For service information identified in this AD, 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 12, 2013.

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



2013-15-20: Amendment 39-17536; Docket No. FAA-2013-0447; Directorate Identifier 2013-NE-17-AD.

(a) Effective Date

This AD is effective August 21, 2013.

(b) Affected ADs

This AD supersedes Emergency AD 2013-14-51, Directorate ID 2013-NE-17-AD, dated July 12, 2013. This AD also removes AD 2013-10-52 (78 FR 38195, June 26, 2013) from the Code of Federal Regulations.

(c) Applicability

General Electric Company (GE) GE90-76B, GE90-77B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, GE90-113B and GE90-115B turbofan engines with a transfer gearbox assembly (TGB) radial gearshaft, part number (P/N) 1995M24P02, serial number (S/N) listed in Figure 1 to paragraph (c) of this AD, installed.

Figure 1 to Paragraph (c)–TGB Radial Gearshaft P/N 1995M24P02 S/N's

FIA0KCYG	FIA0JETA	FIA0H0VJ	FIA0HL0C
FIA0K63F	FIA0J7V2	FIA0K62R	FIA0HLY9
FIA0K3A3	FIA0KCYM	FIA0K63C	FIA0HL0E
FIA0JVRE	FIA0JJ6E	FIA0K89H	FIA0HL0F
FIA0H0VM	FIA0JNJH	FIA0KCYK	FIA0HL0G
FIA0K3A4	FIA0K62W	FIA0K3A5	FIA0HLY7
FIA0K62T	FIA0K89P	FIA0HWKA	FIA0HJTE
FIA0JJ53	FIA0JJ57	FIA0KCYR	FIA0HJTJ
FIA0K89W	FIA0JJ56	FIA0HWKE	FIA0HJTG
FIA0KCW8	FIA0KH9Y	FIA0J7WH	FIA0HJTC
FIA0K3A6	FIA0KCYP	FIA0JER9	FIA0HJTF
FIA0HY8C	FIA0JJ55	FIA0JNJJ	FIA0HJTH
FIA0K3AP	FIA0KH9G	FIA0JVRR	FIA0HJTA
FIA0J7WG	FIA0KH9H	FIA0JNJM	FIA0HJR9
FIA0JVRL	FIA0KH9K	FIA0KH9R	FIA0HWJ7

FIA0J7V1	FIA0KH9C	FIA0KH9P	FIA0HY76
FIA0JVRM	FIA0K63H	FIA0K89C	FIA0HY8F
FIA0K3AV	FIA0K63M	FIA0JVRH	FIA0H0VK
FIA0J7V8	FIA0K62Y	FIA0K89L	FIA0J7VR
FIA0J7WE	FIA0JVP9	FIA0JER6	FIA0JJ58
FIA0K3A2	FIA0K63E	FIA0JETH	FIA0JJ6C
FIA0K3A1	FIA0K3AY	FIA0H0VC	FIA0JNJF
FIA0K3AN	FIA0JVRT	FIA0K3AL	FIA0JNJK
FIA0JVRP	FIA0HY8E	FIA0J7VV	FIA0JVRC
FIA0JJ6F	FIA0HY8N	FIA0J7VP	FIA0J7V4
FIA0JJ6J	FIA0J7V0	FIA0J7V9	FIA0JETF
FIA0JVRV	FIA0J7V3	FIA0HWJ8	FIA0HEG4
FIA0H0VL	FIA0J7V5	FIA0H0VA	FIA0HWJ9
FIA0K89T	FIA0HY8H	FIA0KCYL	FIA0HWJ5
FIA0K89Y	FIA0HEG2	FIA0HY79	FIA0HWJ6
FIA0JETL	FIA0K62V	FIA0KH9J	FIA0J7VW
FIA0JER8	FIA0HEGY	FIA0HY8G	FIA0J7VY
FIA0J7WC	FIA0HWKC	FIA0HY8M	FIA0J7VT
FIA0JETE	FIA0K3A0	FIA0HY8A	FIA0J7WF
FIA0K3AT	FIA0JVRJ	FIA0H0VG	FIA0J7V6
FIA0JJ59	FIA0K8AA	FIA0K3AR	FIA0K89G
FIA0K3AW	FIA0KCYT	FIA0JETC	FIA0K89K
FIA0JVRN	FIA0KH9T	FIA0KH9W	FIA0K89R
FIA0JNH8	FIA0HEG1	FIA0JNJC	FIA0KCYJ
FIA0JETN	FIA0HEG3	FIA0K63L	FIA0JJ6G
FIA0HY78	FIA0J7WJ	FIA0KCYN	FIA0JJ6A
FIA0HY75	FIA0JER7	FIA0JVRF	FIA0HY8K
FIA0HEG0	FIA0JVRF	FIA0HY8L	FIA0HLY6
FIA0KH9E	FIA0K63K	FIA0HY8J	FIA0HLY0
FIA0KH9F	FIA0J7WK	FIA0H0VH	FIA0HLY1
FIA0H0T9	FIA0JER5	FIA0H0VF	FIA0HLY4
FIA0HLY3	FIA0JETM		

(d) Unsafe Condition

This AD was prompted by reports of three failures of TGB radial gearshafts which resulted in in-flight shutdowns (IFSDs). We are issuing this AD to prevent failure of the TGB radial gearshaft, which could result in IFSD of one or more engines, loss of thrust control, and damage to the airplane.

(e) Compliance

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

(2) Before further flight after the effective date of this AD, do not operate the airplane if more than one installed engine has a TGB radial gearshaft P/N and S/N listed in Figure 1 to paragraph (c) of this AD.

(f) Mandatory Terminating Action

No later than 60 days after the effective date of this AD, as terminating action to the requirements of paragraph (e) of this AD, replace all TGB radial gearshafts identified in Figure 1 to paragraph (c) of this AD that are installed on an airplane with TGB radial gearshafts that are eligible for installation.

(g) Prohibition on Operation

Sixty days after the effective date of this AD, do not operate any airplane that has an engine installed that has a TGB radial gearshaft P/N and S/N listed in Figure 1 to paragraph (c) of this AD.

(h) Definition

For the purposes of this AD, a TGB radial gearshaft eligible for installation is:

(1) A TGB radial gearshaft P/N and S/N, not listed in this AD or

(2) A TGB radial gearshaft with an S/N listed in paragraph (c) of this AD with part number 1995M24P04, 2205M61P01 or 2205M61P02.

(i) Alternative Methods of Compliance (AMOCs)

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

(j) Related Information

(1) For more information about this AD, contact Carlos Fernandes, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7189; fax: 781-238-7199; email: carlos.fernandes@faa.gov.

(2) GE GE90-100 Series Alert Service Bulletin No. GE90-100 S/B 72-A0568, Revision 0, dated July 10, 2013; GE GE90-100 Series Service Bulletin (SB) No. GE90-100 S/B 72-0569, Revision 0, dated July 19, 2013; GE GE90-100 Series SB No. GE90-100 S/B 72-0563, Revision 0, dated June 21, 2013, and Revision 1, dated July 10, 2013; GE GE90 SB No. GE90 S/B 72-1066, Revision 0, dated June 21, 2013; and GE GE90 SB No. GE90 S/B 72-1091, Revision 0, dated June 11, 2013, can be obtained from GE using the contact information in paragraph (j)(3) of this AD.

(3) For service information identified in this AD, contact General Electric Company, One Neumann Way, Room 285, Cincinnati, OH; phone: 513-552-3272; email: geae.aoc@ge.com.

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

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on July 25, 2013.
Frank P. Paskiewicz,
Acting Director,
Aircraft Certification Service.



2013-16-02 Dassault Aviation: Amendment 39-17540. Docket No. FAA-2013-0669; Directorate Identifier 2013-NM-117-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 21, 2013.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by a report of a runway excursion caused by failure of the nose landing gear position feed-back assembly. We are issuing this AD to detect and correct an incorrect angle signal causing an un-commanded nose wheel deflection, which could result in reduced 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) Airplane Flight Manual (AFM) Revision

Within 30 days after the effective date of this AD, revise the Limitations and Normal Procedures sections to incorporate the procedures in Dassault Change Proposal (CP)076, approved by European Aviation Safety Agency (EASA) on June 17, 2013, to the Dassault Falcon 7X Airplane Flight Manual (AFM) DGT105608. Dassault CP076, approved by EASA on June 17, 2013, introduces procedures for checking the condition of the nose wheel steering position feedback. Thereafter, operate the airplane according to the limitations and procedures in Dassault CP076, approved by EASA on June 17, 2013. The revision may be done by inserting a copy of Dassault CP076, approved by EASA on June 17, 2013, in the AFM. When this change proposal has been included in general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in Dassault CP076, approved by EASA on June

17, 2013, and the change proposal may be removed from the AFM. These amendments take precedence over the same procedures displayed through the electronic checklist (ECL).

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) 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 (MCAI) EASA Airworthiness Directive 2013-0128, dated June 17, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov>.

(j) Material Incorporated by Reference

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

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

(i) Dassault (Change Proposal) CP076, approved by EASA on June 17, 2013, to the Dassault Falcon 7X Airplane Flight Manual DGT105608.

(ii) Reserved.

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

(4) You may 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 26, 2013.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-16-09 Airbus: Amendment 39-17547. Docket No. FAA-2013-0671; Directorate Identifier 2013-NM-124-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 23, 2013.

(b) Affected ADs

This AD affects AD 2011-13-11, Amendment 39-16734 (76 FR 37241, June 27, 2011), by providing an alternative method to comply with the requirements of paragraphs (j) and (l) of AD 2011-13-11.

(c) Applicability

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

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

(d) Subject

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

(e) Reason

This AD was prompted by a report of a main landing gear (MLG) failing to extend during landing, and a determination that a certain configuration of landing gear control interface unit (LGCIU) and actuators may result in masking of centralized fault display system messages that are necessary to mitigate risks associated with failure of MLG extension or down-locking. We are issuing this AD to detect and correct such a configuration, which could prevent the full extension or down-locking of the MLG, possibly resulting in MLG collapse during landing and consequent damage to the airplane and injury to occupants.

(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) Configuration and Part Number (P/N) Determination

At the later of the compliance times specified in paragraphs (g)(1) and (g)(2) of this AD: Do an inspection to determine the configuration (modification status) of the airplane and identify the part

number of the left-hand (LH) and right-hand (RH) LGCIU and MLG door actuators. A review of the airplane delivery or maintenance records is acceptable for compliance with the requirements of this paragraph provided the airplane configuration and installed components can be conclusively determined from that review.

- (1) Prior to the accumulation of 800 total flight cycles since first flight of the airplane.
- (2) Within 14 days after the effective date of this AD.

(h) MLG Door Opening Sequence Repetitive Inspections

If, during the determination and identification required by paragraph (g) of this AD, the configuration of the airplane is determined to be Airbus post-modification 39303 or post-Airbus Service Bulletin A320-32-1409 (Interlink Communication ARINC 429 installed), and both an LGCIU and a MLG door actuator are installed with a part number listed in table 1 to paragraph (h) of this AD: Except as provided by paragraph (k) of this AD, at the later of the compliance times specified in paragraphs (g)(1) and (g)(2) of this AD, and thereafter at intervals not to exceed 8 days or 5 flight cycles, whichever occurs later, do an inspection of the door opening sequence of the LH and RH MLG doors, in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A32N001-13, dated June 24, 2013.

Table 1 to Paragraph (h) of This AD

Component name	Part No.
LGCIU (LH and RH)	80-178-02-88012
LGCIU (LH and RH)	80-178-03-88013
MLG door actuator	114122006
MLG door actuator	114122007
MLG door actuator	114122009
MLG door actuator	114122010
MLG door actuator	114122011
MLG door actuator	114122012

(i) MLG Door Opening Sequence Corrective Action

If a slow door operation or restricted extension is found during any inspection required by paragraph (h) of this AD: Before further flight, replace the affected MLG door actuator with a new or serviceable actuator, in accordance with the instructions of Airbus AOT A32N001-13, dated June 24, 2013.

(j) Repetitive Inspection–Terminating Action

Replacement of a MLG door actuator, as required by paragraph (i) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (h) of this AD, unless MLG door actuators having P/N 114122014 are installed on both LH and RH sides, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1407, dated May 14, 2013.

(k) Repetitive Inspection Exception

Airplanes on which the LGCIU interlink is disconnected (Airbus modification 155522 applied in production, or modified in-service in accordance with the instructions of Airbus AOT A32N001-13, dated June 24, 2013), or on which MLG door actuators having P/N 114122014 are installed on both LH and RH sides (Airbus modification 153655 applied in production, or modified in-service in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1407, dated May 14, 2013), are not required to do the actions required by paragraph (h) of this AD, provided that the airplane is not modified to a configuration as defined in paragraph (h) of this AD.

(l) Alternative Action for AD 2011-13-11, Amendment 39-16734 (76 FR 37241, June 27, 2011)

Doing an inspection of the door opening sequence of the LH and RH doors of the MLG of an airplane, as required by paragraph (h) of this AD, is an acceptable alternative method to comply with the requirements of paragraphs (j) and (l) of AD 2011-13-11, Amendment 39-16734 (76 FR 37241, June 27, 2011), for that airplane.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) 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.

(n) Special Flight Permits

Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the airplane can be modified (if the operator elects to do so), provided the MLG remains extended and locked, and that no MLG recycle is done.

(o) Related Information

Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency Emergency Airworthiness Directive 2013-0132-E, dated June 25, 2013, for related information, which can be found in the AD docket on the internet at <http://www.regulations.gov>.

(p) 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) Airbus Alert Operators Transmission A32N001-13, dated June 24, 2013.

(ii) Airbus Service Bulletin A320-32-1407, dated May 14, 2013.

(3) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.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 26, 2013.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.