

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2014-01

12/30/2013 - 1/12/2014



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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2014-01			
2013-25-04		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-25-06		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-01		CFM International S.A.	CFM56-3 series and CFM56-7B series turbofan engines
2013-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-26-03	S 2011-24-09	Airbus	A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2013-26-04		The Boeing Company	747-400, -400D, and -400F series
2013-26-06	S 2010-19-01	Rolls-Royce Corporation	AE 3007A, A1, A1/1, A1/2, A1/3, A1P, A1E, and A3 turbofan engines
2013-26-07		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-08		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-26-10		Rolls-Royce plc	RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 turbofan engines
2013-26-12	S 2009-14-02	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series



2013-25-04 Embraer S.A.: Amendment 39-17700. Docket No. FAA-2012-1108; Directorate Identifier 2011-NM-283-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 10, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Embraer S.A. Model ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; equipped with Goodrich escape slides having part number (P/N) 4A4030-5.

(2) Embraer S.A. Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; equipped with Goodrich escape slides having P/N 104003-2.

(d) Subject

Air Transport Association (ATA) of America Code 25; Equipment/Furnishings.

(e) Reason

This AD was prompted by reports of failures of the emergency slide on the forward passenger door, which prevented the door from opening. We are issuing this AD to prevent failure of the emergency slide, which can prevent the forward passenger door from opening, and which could result in impeded emergency evacuation and possible subsequent injury to passengers and flightcrew.

(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) Repetitive Re-Packing of the Escape Slide

At the applicable compliance times identified in paragraphs (g)(1) and (g)(2) of this AD, re-pack the forward door escape slide in accordance with the Accomplishment Instructions of Goodrich Alert Service Bulletin 4A4030-25A402, dated June 30, 2011 (for Model ERJ 170 airplanes); or Goodrich Alert Service Bulletin 104003-25A403, dated June 30, 2011 (for Model ERJ 190 airplanes). Repeat the re-packing thereafter at intervals not to exceed 18 months.

(1) For escape slides that have not been repacked as of the effective date of this AD: Within 18 months after date of manufacture of the escape slide or within 6 months after the effective date of this AD, whichever occurs later.

(2) For escape slides that have been repacked as of the effective date of this AD: Within 18 months after the last re-pack of the escape slide or within 6 months after the effective date of this AD, whichever occurs later.

(h) Method of Compliance

Accomplishing an overhaul of the escape slide as specified in Task 25-65-01-001, "Emergency Evacuation Slide Assembly," of the applicable maintenance document identified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD, is acceptable for compliance with any re-pack required by paragraph (g) of this AD.

(1) For Model ERJ 170 airplanes: EMBRAER 170/175 Maintenance Review Board Report, MRB-1621, Revision 8, dated August 20, 2012; or Section 1, "System and Powerplant Maintenance Requirements," of EMBRAER 170 Maintenance Review Board Report, MRB-1621, Revision 7, dated November 11, 2010.

(2) For Model ERJ 190-100 ECJ airplanes: EMBRAER Lineage 1000 Maintenance Planning Guide, MPG-2928, Revision 3, dated September 28, 2012.

(3) For Model ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes: EMBRAER 190/195 Maintenance Review Board Report, MRB-1928, Revision 6, dated August 20, 2012; or Section 1, "System and Powerplant Maintenance Requirements," of EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(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: Cindy Ashforth, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-2768; 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) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Brazilian Airworthiness Directives 2011-12-01 and 2011-12-02, both effective December 27, 2011, for related information. The MCAI can be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2012-1108-0002>.

(k) Material Incorporated by Reference

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

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

(i) Goodrich Alert Service Bulletin 104003-25A403, dated June 30, 2011.

(ii) Goodrich Alert Service Bulletin 4A4030-25A402, dated June 30, 2011.

(iii) Task 25-65-01-001, "Emergency Evacuation Slide Assembly," of Section 1, "System and Powerplant Maintenance Requirements," of EMBRAER 170 Maintenance Review Board Report, MRB-1621, Revision 7, dated November 11, 2010.

(iv) Task 25-65-01-001, "Emergency Evacuation Slide Assembly," of EMBRAER 170/175 Maintenance Review Board Report, MRB-1621, Revision 8, dated August 20, 2012.

(v) Task 25-65-01-001, "Emergency Evacuation Slide Assembly," of Section 1, "System and Powerplant Maintenance Requirements," of EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(vi) Task 25-65-01-001, "Emergency Evacuation Slide Assembly," of EMBRAER 190/195 Maintenance Review Board Report, MRB-1928, Revision 6, dated August 20, 2012.

(vii) Task 25-65-01-001, "Emergency Evacuation Slide Assembly," of EMBRAER Lineage 1000 Maintenance Planning Guide, MPG-2928, Revision 3, dated September 28, 2012.

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

(4) For Goodrich service information identified in this AD, contact Goodrich Corporation, Aircraft Interior Products, ATTN: Technical Publications, 3414 South Fifth Street, Phoenix, Arizona 85040; telephone 602-243-2270; email george.yribarren@goodrich.com; Internet <http://www.goodrich.com/TechPubs>.

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

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

Issued in Renton, Washington, on December 4, 2013.

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



2013-25-06 Airbus: Amendment 39-17702. Docket No. FAA-2013-0208; Directorate Identifier 2012-NM-204-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 10, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, listed in paragraphs (c)(1) through (c)(4) of this AD, all 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 55, Stabilizers.

(e) Reason

This AD was prompted by a determination that certain maintenance activities, such as repairs or the accumulation of paint layers, might cause the weight of an elevator to exceed the certified limits. We are issuing this AD to detect and correct elevators that exceed certified weight limits, which could result in 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) Weight Check

At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD: Do a weight check on the elevators identified in table 1 to paragraph (g) of this AD. Do the weight check in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011, except as specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

Table 1 to Paragraph (g) of This AD–Affected Part Numbers (P/N)

Part name	P/N (first 12 digits only)
Left Hand Elevator	D55280001000
Left Hand Elevator	D55280001002
Left Hand Elevator	D55280001004
Left Hand Elevator	D55280001008
Left Hand Elevator	D55280001010
Left Hand Elevator	D55280001012
Left Hand Elevator	D55280002000
Right Hand Elevator	D55280001001
Right Hand Elevator	D55280001003
Right Hand Elevator	D55280001005
Right Hand Elevator	D55280001009
Right Hand Elevator	D55280001011
Right Hand Elevator	D55280001013
Right Hand Elevator	D55280002001

(1) A review of the airplane maintenance records is acceptable in lieu of the weight check required by the introductory text of paragraph (g) of this AD, provided the elevator weight can be conclusively determined from that review.

(2) The use of elevator weight data from production, as specified in Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011, is acceptable in lieu of the weight check required by the introductory text of paragraph (g) of this AD, provided that the affected elevator has not been subjected to any maintenance action that could have modified the weight.

(3) Airplanes on which Airbus Modification 150390 has been embodied in production are not required to do the actions specified in the introductory text of paragraph (g) of this AD, provided that no elevator having a part number specified in table 1 to paragraph (g) of this AD has been installed on that airplane since the airplane's first flight.

(h) Compliance Time for the Actions Specified in Paragraphs (g) and (i) of This AD

(1) For an elevator for which, as of the effective date of this AD, the records show that no maintenance actions have been performed since first installation of the elevator on an airplane, which might have increased its weight: Within 72 months after the effective date of this AD.

(2) For elevators other than those identified in paragraph (h)(1) of this AD: Within 48 months after the effective date of this AD.

(i) Corrective Actions

If the elevator weight, determined as required by paragraph (g) of this AD, exceeds the weight limit specified in the Accomplishment Instructions of Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011: Within the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, do the applicable corrective actions followed by a new weight

check of the elevator, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011. If the elevator weight, determined as required by the new weight check, exceeds the weight limit specified in the Accomplishment Instructions of Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011: Before further flight with an elevator that exceeds the weight limits established in Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011, repair the elevator using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA) (or its delegated agent).

(j) Elevator Re-Identification

If the elevator weight, determined by the weight check specified in paragraph (g) or (i) of this AD, does not exceed the weight limit specified in the Accomplishment Instructions of Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011: Within 72 months after the effective date of this AD, record the elevator weight and re-identify the elevator, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-55-1042, Revision 01, dated June 29, 2012.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-55-1042, dated August 19, 2011, which is not incorporated by reference in this AD.

(l) Parts Installation Limitation

As of the effective date of this AD, no person may install on any airplane an elevator with a part number listed in table 1 to paragraph (g) of this AD, unless that elevator is in compliance with the requirements of this AD.

(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) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0221, dated October 23, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0208-0002>.

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

(o) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-55-1034, including Appendices 1 and 2, dated August 19, 2011.

(ii) Airbus Service Bulletin A320-55-1042, Revision 01, dated June 29, 2012.

(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 view 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 December 4, 2013.

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



2013-26-01 CFM International S.A.: Amendment 39-17710; Docket No. FAA-2013-0407;
Directorate Identifier 2012-NE-22-AD.

(a) Effective Date

This AD is effective February 3, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to CFM International S.A. CFM56-3 series and CFM56-7B series turbofan engines equipped with the following accessory gearbox (AGB) part numbers (P/Ns):

(1) For CFM56-3 engines: 335-300-103-0, 335-300-105-0, 335-300-106-0, 335-300-107-0, 335-300-108-0, 335-300-109-0, or 335-300-110-0.

(2) For CFM56-7B engines (except CFM56-7B27A, CFM56-7B27A/3, and CFM56-7B27AE engines): 340-046-503-0, 340-046-504-0, or 340-046-505-0.

(3) For CFM56-7B27A, CFM56-7B27A/3, and CFM56-7B27AE engines: 340-188-601-0 or 340-188-603-0.

(d) Unsafe Condition

This AD was prompted by 42 events of total loss of engine oil while in flight. We are issuing this AD to prevent loss of engine oil while in flight, which could result in engine failure, loss of thrust control, and damage to the airplane.

(e) Compliance

Unless already done, do the actions in paragraphs (f) or (g) of this AD.

(f) Inspection of the AGB Handcranking Pad Cover

(1) Perform an Independent Inspection to verify re-installation of the AGB handcranking pad cover after any maintenance that involves the removal and re-installation of the AGB handcranking cover, or

(2) Insert an Independent Inspection as a required inspection item in the approved continuous airworthiness maintenance program for the aircraft.

(g) Optional Terminating Action

As an optional terminating action to the inspection requirement of paragraph (f) of this AD, install an AGB that is not listed in paragraph (c) of this AD that incorporates the oil dynamic seal assembly.

(h) Definition

For the purpose of this AD, an Independent Inspection means a second inspection by a qualified individual who was not involved in the original re-installation of the AGB handcranking pad cover following maintenance to confirm that the cover is installed correctly.

(i) Alternative Methods of Compliance (AMOCs)

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

(j) Related Information

(1) For more information about this AD, contact Antonio Cancelliere, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts, 01803; phone: 781-238-7751; fax: 781-238-7199; email: antonio.cancelliere@faa.gov.

(2) CFM International S.A. Service Bulletin (SB) No. CFM56-7B S/B 72-0564, Revision 3, dated May 25, 2011, and SB No. CFM56-7B S/B 27-0879, Revision 1, dated April 12, 2012, which are not incorporated by reference in this AD, provide guidance on obtaining an AGB that incorporates an oil dynamic seal assembly. The CFM56 engine manuals, which are also not incorporated by reference in this AD, include instructions on assembling and disassembling the AGB.

(3) For service information identified in this AD, contact CFM International Inc., Aviation Operations Center, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: 877-432-3272; fax: 877-432-3329; 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 December 16, 2013.
Frank P. Paskiewicz,
Acting Director,
Aircraft Certification Service.



2013-26-02 Bombardier, Inc.: Amendment 39-17711. Docket No. FAA-2013-0370; Directorate Identifier 2013-NM-034-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 3, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers 10002 through 10265 inclusive; and Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15002 through 15153 inclusive, 15156, and 15157; certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Reason

This AD was prompted by a report that traces of oil could be found in the crew oxygen system due to the use of incorrect pressure testing procedures during manufacturing. We are issuing this AD to detect and correct oil contaminants, which could cause an ignition and result in a fire in the oxygen system.

(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) Actions

Within 6,600 flight hours or 36 months after the effective date of this AD, whichever occurs first: Clean the crew oxygen system, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-35-012, Revision B, including Appendix A, dated May 6, 2013.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 670BA-35-

012, dated August 3, 2012; or Bombardier Service Bulletin 670BA-35-012, Revision A, dated November 26, 2012; which are not incorporated by reference in this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-01, dated January 22, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0370-0002>.

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

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 670BA-35-012, Revision B, including Appendix A, dated May 6, 2013.

(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 December 11, 2013.

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



2013-26-03 Airbus: Amendment 39-17712. Docket No. FAA-2013-1030; Directorate Identifier 2012-NM-193-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 14, 2014.

(b) Affected ADs

(1) This AD supersedes AD 2011-24-09, Amendment 39-16873 (76 FR 73486, November 29, 2011).

(2) Certain requirements of this AD terminate the requirements of the ADs specified in paragraphs (b)(2)(i) through (b)(2)(vi) of this AD, for Airbus Model A340 airplanes only.

(i) AD 2006-21-08, Amendment 39-14793 (71 FR 61639, October 19, 2006).

(ii) AD 2007-14-01, Amendment 39-15123 (72 FR 38006, July 12, 2007).

(iii) AD 2008-25-02, Amendment 39-15760 (73 FR 75307, December 11, 2008).

(iv) AD 2010-04-09, Amendment 39-16202 (75 FR 7940, February 23, 2010; as corrected in the Federal Register on March 3, 2010 (75 FR 9515)).

(v) AD 2011-01-02, Amendment 39-16555 (76 FR 432, January 5, 2011).

(vi) AD 2012-16-05, Amendment 39-17152 (77 FR 48425, August 14, 2012).

(c) Applicability

This AD applies to Airbus Model A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that existing maintenance requirements are not adequate to address the unsafe condition. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss 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

(1) Within 3 months after the effective date of this AD, revise the maintenance program by incorporating Airbus A340 Airworthiness Limitations Section (ALS) Part 5–Fuel Airworthiness Limitations, dated November 16, 2011; and Airbus A340 Variation to revision 00 of ALS Part 5–Fuel Airworthiness Limitations (FAL), dated January 23, 2012 (variation reference 0FVLG110039/C0S).

(2) Comply with all applicable instructions and airworthiness limitations included in A340 ALS Part 5–Fuel Airworthiness Limitations, dated November 16, 2011; and Airbus A340 Variation to revision 00 of ALS Part 5–Fuel Airworthiness Limitations (FAL), dated January 23, 2012 (variation reference 0FVLG110039/C0S), except as required by paragraph (i) of this AD. The initial compliance times for the actions specified in Airbus A340 Airworthiness Limitations Section (ALS) Part 5–Fuel Airworthiness Limitations, dated November 16, 2011, are at the later of the times specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD; except as required by paragraph (h) of this AD.

(i) Within the applicable compliance times specified in Airbus A340 Airworthiness Limitations Section (ALS) Part 5–Fuel Airworthiness Limitations, dated November 16, 2011, including the Record of Revisions pages of A340 ALS, Part 5–Fuel Airworthiness Limitations, dated November 16, 2011.

(ii) Within 3 months after accomplishing paragraph (g)(1) of this AD.

(h) Compliance Time Exception

For the tasks specified in the table in Sub-Part 5-4 Repetitive Maintenance/Inspections Tasks of Airbus A340 Airworthiness Limitations Section (ALS) Part 5–Fuel Airworthiness Limitations, dated November 16, 2011, the initial compliance times are at the later of the times specified in paragraph (h)(1) and (h)(2) of this AD.

(1) Before the accumulation of the applicable compliance time specified in the "Interval" column on airplanes identified in the "Applicability" column.

(2) Within 3 months after accomplishing paragraph (g)(1) of this AD.

(i) Exception for Compliance Time for Modification of Control Circuit

Where Airbus A340 ALS Part 5, Fuel Airworthiness Limitations, dated November 16, 2011, specifies a calendar compliance time for modifying the control circuit for the fuel pump of the center fuel tank (for Model A340-200 and A340-300 airplanes), and of the center and rear center fuel tanks (for Model A340-541 and A340-642 airplanes), and installing ground fault interrupters to the center tank fuel pump control circuit, the calendar compliance time is September 18, 2016 (48 months after the effective date of AD 2012-16-05, Amendment 39-17152 (77 FR 48425, August 14, 2012)).

(j) No Alternative Actions, Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

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

(k) Terminating Action for Other ADs

Accomplishing the revision required by paragraph (g)(1) of this AD terminates the requirements of the ADs specified in paragraphs (k)(1) through (k)(6) of this AD, for Airbus Model A340 airplanes only.

- (1) AD 2006-21-08, Amendment 39-14793 (71 FR 61639, October 19, 2006).
- (2) AD 2007-14-01, Amendment 39-15123 (72 FR 38006, July 12, 2007).
- (3) AD 2008-25-02, Amendment 39-15760 (73 FR 75307, December 11, 2008).
- (4) AD 2010-04-09, Amendment 39-16202 (75 FR 7940, February 23, 2010; as corrected in the Federal Register on March 3, 2010 (75 FR 9515)).
- (5) AD 2011-01-02, Amendment 39-16555 (76 FR 432, January 5, 2011).
- (6) AD 2012-16-05, Amendment 39-17152 (77 FR 48425, August 14, 2012).

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: (425) 227-1138; fax: (425) 227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency (EASA) Airworthiness Directive 2012-0168, dated August 31, 2012, for related information, which can be found in the AD docket on the Internet at <http://www.regulations.gov>.

(n) Material Incorporated by Reference

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

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

(i) Airbus A340 Airworthiness Limitations Section (ALS) Part 5–Fuel Airworthiness Limitations, Revision 00, dated November 16, 2011. The revision date is not identified on the title page of this document.

(ii) Airbus A340 Variation to revision 00 of ALS Part 5–Fuel Airworthiness Limitations (FAL), dated January 23, 2012 (variation reference 0FVLG110039/COS).

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

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

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

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

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



2013-26-04 The Boeing Company: Amendment 39-17713; Docket No. FAA-2013-0304; Directorate Identifier 2013-NM-005-AD.

(a) Effective Date

This AD is effective February 3, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-400, -400D, and -400F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-25A3613, dated June 22, 2012.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of water leakage into the main deck cargo wire integration unit (WIU). The water flowed from the main deck floor panels, through disbanded seams in the aft main equipment center (MEC) drip shield gutter, then onto the WIU. We are issuing this AD to prevent water penetration into the MEC, which could result in the loss of flight critical systems.

(f) Compliance

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

(g) Removal/Cleaning/Inspection/Repair if Necessary/Installations

Within 24 months after the effective date of this AD: Do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-25A3613, dated June 22, 2012. Accomplishing paragraphs 3.B.1. and 3.B.4. of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-25A3613, dated June 22, 2012, is optional.

(1) Clean the aft MEC drip shield gutter, and do a general visual inspection for disbanded seams; repair before further flight if any seam disbonding is found.

(2) Install a fiberglass reinforcement overcoat to the underside of the bonded seams of the aft MEC drip shield gutters.

(h) Alternative Methods of Compliance (AMOCs)

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

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

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

(i) Related Information

For more information about this AD, contact Francis Smith, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: (425) 917-6596; fax: (425) 917-6590; email francis.smith@faa.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) Boeing Alert Service Bulletin 747-25A3613, dated June 22, 2012.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on December 13, 2013.

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



2013-26-06 Rolls-Royce Corporation (Formerly Allison Engine Company): Amendment 39-17715; Docket No. FAA-2009-0811; Directorate Identifier 2008-NE-41-AD.

(a) Effective Date

This AD is effective February 7, 2014.

(b) Affected ADs

This AD supersedes AD 2010-19-01, Amendment 39-16429 (75 FR 57660, September 22, 2010).

(c) Applicability

This AD applies to the following Rolls-Royce Corporation (RRC) AE 3007A, A1, A1/1, A1/2, A1/3, A1P, A1E, and A3 turbofan engines:

- (1) With an installed high-pressure turbine (HPT) stage 2 wheel, part number (P/N) 23084520, or
- (2) With an installed HPT stage 2 wheel, P/N 23069438, 23069592, 23074462, 23074644, or 23075345, except for the HPT stage 2 wheel serial numbers listed in Table 2 through Table 5 of RRC Alert Service Bulletin (ASB) No. AE 3007A-A-72-414, Revision 1, dated December 5, 2012. Those HPT stage 2 wheels maintain their existing approved life limits.

(d) Unsafe Condition

This AD was prompted by additional analysis that concluded that lower life limits for the affected HPT stage 2 wheels are necessary. We are issuing this AD to prevent uncontained failure of the HPT stage 2 wheel, damage to the engine, and damage to the airplane.

(e) Compliance

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

- (1) For HPT stage 2 wheels, P/N 23069438 and P/N 23069592, do the following:
 - (i) For HPT stage 2 wheels that have 9,500 cycles since new (CSN) or more on the effective date of this AD, remove the HPT stage 2 wheel from service within 15 cycles-in-service (CIS) after the effective date of this AD.
 - (ii) After the effective date of this AD, do not approve for return to service any engine with an HPT stage 2 wheel, P/N 23069438 or P/N 23069592, that exceeds the new life limit of 9,500 CSN.
- (2) For HPT stage 2 wheels, P/N 23074462, do the following:
 - (i) For AE 3007A1E turbofan engines with HPT stage 2 wheels installed that have 7,500 CSN or more on the effective date of this AD, and for the AE 3007A, A1, A1/1, A1/2, A1/3, A1P, and A3 turbofan engines with HPT stage 2 wheels installed that have 9,500 CSN or more on the effective date of this AD, remove the wheel from service within 15 CIS after the effective date of this AD.
 - (ii) Thereafter:
 - (A) Do not approve for return to service any AE 3007A1E turbofan engine with an HPT stage 2 wheel, P/N 23074462, installed, that exceeds the new life limit of 7,500 CSN; and

(B) Do not approve for return to service any AE 3007A, A1, A1/1, A1/2, A1/3, A1P, and A3 turbofan engines with an HPT stage 2 wheel, P/N 23074462, installed, that exceeds the new life limit of 9,500 CSN.

(C) Throughout the life of the HPT stage 2 wheel, always use the lowest life limit applicable to any engine model in which the part was used in service. If life usage records are not sufficient to identify all engine models in which the part has been flown, the lowest life applicable to any engine model for which the part is eligible must be used.

(3) For HPT stage 2 wheels, P/N 23074644 and P/N 23075345, do the following:

(i) For HPT stage 2 wheels that have 9,500 CSN or more on the effective date of this AD, remove the HPT stage 2 wheel from service within 15 CIS after the effective date of this AD.

(ii) Thereafter, do not approve for return to service any engine with an HPT stage 2 wheel, P/N 23074644 or P/N 23075345, installed, that exceeds the new life limit of 9,500 CSN.

(4) For HPT stage 2 wheels, P/N 23084520, do the following:

(i) For HPT stage 2 wheels that have 23,000 CSN or more on the effective date of this AD, remove the HPT stage 2 wheel from service before the next flight after the effective date of this AD.

(ii) Thereafter, do not approve for return to service any engine with an HPT stage 2 wheel, P/N 23084520, installed, that exceeds the new life limit of 23,000 CSN.

(f) Alternative Methods of Compliance

The Manager, Chicago Aircraft Certification Office, may approve alternative methods of compliance for this AD. Use the procedures 14 CFR 39.19 to make your request.

(g) Related Information

(1) For more information about this AD, contact Kyri Zaroyiannis, Aerospace Engineer, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-7836; fax: 847-294-7834; email: kyri.zaroyiannis@faa.gov.

(2) RRC ASB No. AE 3007A-A-72-414, Revision 1, dated December 5, 2012, which is not incorporated by reference in this AD, can be obtained from RRC, using the contact information in paragraph (g)(3) of this AD.

(3) For service information identified in this AD, contact Rolls-Royce Corporation, 450 South Meridian Street, Mail Code NB-01-06, Indianapolis, IN 46225, phone: 317-230-1667; email: CMSEindyOSD@rolls-royce.com; Internet: www.rolls-royce.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.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on December 17, 2013.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-26-07 Airbus: Amendment 39-17716. Docket No. FAA-2013-0467; Directorate Identifier 2013-NM-023-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 10, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 56, Windows.

(e) Reason

This AD was prompted by reports of certain sliding windows that were difficult to operate after landing. We are issuing this AD to detect and correct incorrect seals, which could lead to the functional loss of the sliding window as an exit, possibly preventing the flightcrew from safely evacuating the airplane during an emergency.

(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) Inspection

Within 750 flight cycles or 750 flight hours or 4 months after the effective date of this AD, whichever occurs first: Do a detailed inspection to identify part numbers (P/Ns) of each window and seal of the left-hand (LH) and right-hand (RH) sliding windows and sliding window seals, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-56-1016, including Appendices 01 and 02, dated September 14, 2012. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the window and seal of the LH and RH sliding windows and sliding window seals can be conclusively determined from that review.

(h) Modification

If a sliding window part number identified in table 1 to paragraph (h) of this AD is found during the inspection required by paragraph (g) of this AD; and the serial number of the part does not have the modification amendment letter "M," and does have sliding window seals having P/N 22-17-7640-1 or P/N 22-17-7640-2 installed: Within the compliance time specified in paragraph (g) of this AD, modify the sliding window seal (which includes adding the letter "M" to serial number of the affected part), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-56-1015, dated September 14, 2012.

Table 1 to Paragraph (h) of This AD—Affected PPG Aerospace Sliding Window Part Numbers

Left-hand	Right-hand
NP165312-1	NP165312-2
NP165312-3	NP165312-4
NP165312-5	NP165312-6
NP165312-7	NP165312-8
NP165312-9	NP165312-10
NP165312-11	NP165312-12

(i) Optional Replacement

For sliding windows identified as affected in paragraph (h) of this AD, replacement of a sliding window seal having P/N 22-17-7640-1 L/H or P/N 22-17-7640-2 R/H with a seal having P/N 22-17-7640-3 L/H or P/N 22-17-7640-4 R/H, respectively, in accordance with a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA) (or its delegated agent), is an acceptable alternative method of compliance with the modification required by paragraph (h) of this AD.

Note 1 to paragraph (i) of this AD: Guidance for replacement of a sliding window seal can be found in Page Block 401 of Sub-section 56-12-11 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual.

(j) Exceptions to Requirements of Paragraphs (g) and (h) of This AD

(1) Airplanes on which Airbus Modification 153512 (installation of sliding window with P/N NP165312-13 and P/N NP165312-14 with improved seal) or Modification 153534 (installation of sliding window with P/N NP165312-11 and P/N NP165312-12 with amendment M) has been embodied in production are not affected by the requirements of paragraphs (g) and (h) of this AD, provided that no sliding window or sliding window seal has been replaced since first flight.

(2) Airplanes on which Airbus Modification 39587 (installation of affected seal on PPG Aerospace sliding windows) has not been embodied in production are not affected by the requirements of paragraphs (g) and (h) of this AD, provided that no sliding window or sliding window seal has been replaced since first flight.

(k) Parts Installation Limitation

As of the effective date of this AD, no person may install on any airplane any PPG Aerospace sliding window with a part number listed in table 1 to paragraph (h) of this AD with a seal having P/N 22-17-7640-1 or P/N 22-17-7640-2, unless the seal has been modified in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-56-1015, dated September 14, 2012; or PPG Aerospace Service Bulletin 165312-56-001, dated February 29, 2012.

(l) 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.

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0011, dated January 15, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0467-0002>.

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-56-1015, dated September 14, 2012.

(ii) Airbus Service Bulletin A320-56-1016, including Appendices 01 and 02, dated September 14, 2012.

(iii) PPG Aerospace Service Bulletin 165312-56-001, dated February 29, 2012.

(3) For Airbus 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) For PPG Aerospace service information identified in this AD, contact PPG Aerospace, 12780 San Fernando Road, Sylmar, CA 91342; telephone 818-362-6711; fax 818-362-0603; Internet <http://corporateportal.ppg.com/na/aerospace>.

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

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

Issued in Renton, Washington, on December 20, 2013.

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



2013-26-08 The Boeing Company: Amendment 39-17717 ; Docket No. FAA-2011-0032;
Directorate Identifier 2010-NM-236-AD.

(a) Effective Date

This AD is effective February 10, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-30-1058, Revision 4, dated November 3, 2011.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 30, Ice and Rain Protection.

(e) Unsafe Condition

This AD was prompted by reports of arcing and smoke at the left number 2 window in the flight deck. We are issuing this AD to prevent arcing, smoke, and fire in the flight deck, which could lead to injuries to or incapacitation of the flightcrew.

(f) Compliance

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

(g) Inspection and Replacement for Group 1, Configuration 1, Airplanes

For airplanes identified as Group 1, Configuration 1, in Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013: Within 48 months after the effective date of this AD, do the actions in paragraphs (g)(1) and (g)(2) of this AD.

(1) Do a general visual inspection of the orientation of the coil cord connector keyways on the captain's and first officer's sides of the flight compartment, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, except as specified in paragraph (j) of this AD. If the orientation is not at the specified position, before further flight, turn the receptacle connector to the correct position, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, except as specified in paragraph (j) of this AD.

(2) Replace the coil cords with new coil cords on both sides of the flight deck, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, except as specified in paragraph (j) of this AD.

(h) Receptacle Replacement for Group 1, Configuration 2, and Group 2, Configuration 1 Airplanes

For airplanes identified as Group 1, Configuration 2, and Group 2, Configuration 1, in Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013: Within 48 months after the effective date of this AD, install the receptacle connector with changed keyway position on both sides of the flight deck, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, except as specified in paragraph (j) of this AD.

(i) Coil Cord Inspection and Corrective Action

For airplanes identified as Group 1, Configuration 3, and Group 2, Configuration 2, in Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013: Within 48 months after the effective date of this AD, do a general visual inspection for rubbing damage of the coil cord on the captain's and first officer's sides of the flight compartment, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, except as specified in paragraph (j) of this AD. If any rubbing damage is found: Before further flight, replace the coil cord with a new coil cord, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, except as specified in paragraph (j) of this AD.

(j) Exceptions to Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, Dated April 24, 2013

(1) In the circuit breaker tables of the Work Instructions of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, the panel number for circuit breaker C00393 is incorrectly identified as "P6-12." The correct panel number reference for circuit breaker C00393, "WINDOW HEAT POWER RIGHT SIDE," is P6-11.

(2) In paragraph 3.B Work Instructions, of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, the description for Part 3 work instructions as PART 3: RECEPTACLE CONNECTOR POSITION CHANGE is incorrect. The correct description for Part 3 work instructions is PART 3: COIL CORD INSPECTION AND REPLACEMENT IF DAMAGE IS FOUND.

(3) In Figures 13 and 14, in paragraph 3.B Work Instructions, of Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013, before the step tables, the note misidentified certain parts and airplane groups. The note should read:

NOTE: Group 1 and Group 2 airplanes have the connector receptacle identified as D10572. Group 3 airplanes have the connector receptacle identified as D10560. Except for Group 1 airplanes, a wire diagram change is not necessary and not shown in this service bulletin.

(k) Credit for Previous Actions

This paragraph provides credit for the replacement required by paragraph (g)(2) of this AD, if the replacement was performed before the effective date of this AD using the service information specified in paragraph (k)(1), (k)(2), (k)(3), (k)(4), or (k)(5) of this AD, provided that the actions required by paragraph (h) of this AD are done in accordance with Boeing Special Attention Service

Bulletin 737-30-1058, Revision 4, dated November 3, 2011; or Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013; for Group 1, Configuration 2, and Group 2 airplanes.

(1) Boeing Service Bulletin 737-30-1058, dated July 27, 2006, which is not incorporated by reference in this AD.

(2) Boeing Service Bulletin 737-30-1058, Revision 1, dated June 18, 2007, which is not incorporated by reference in this AD.

(3) Boeing Service Bulletin 737-30-1058, Revision 2, dated February 13, 2009, which is not incorporated by reference in this AD.

(4) Boeing Special Attention Service Bulletin 737-30-1058, Revision 3, dated July 7, 2010, which is not incorporated by reference in this AD.

(5) Boeing Special Attention Service Bulletin 737-30-1058, Revision 4, dated November 3, 2011.

(l) Alternative Methods of Compliance (AMOCs)

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

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

(m) Related Information

(1) For more information about this AD, contact Louis Natsiopoulos, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6478; fax: 425-917-6590; email: Elias.Natsiopoulos@faa.gov.

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

(n) Material Incorporated by Reference

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

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

(i) Boeing Special Attention Service Bulletin 737-30-1058, Revision 4, dated November 3, 2011.

(ii) Boeing Special Attention Service Bulletin 737-30-1058, Revision 5, dated April 24, 2013.

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

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, 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 December 20, 2013.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2013-26-10 Rolls-Royce plc: Amendment 39-17719; Docket No. FAA-2013-1004; Directorate Identifier 2013-NE-34-AD.

(a) Effective Date

This AD is effective January 23, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 turbofan engines with high-pressure (HP) compressor rotor stage 1 and stage 2 discs, part number LK70608, LK76030, LK86621, UL19877, UL19878, UL19879, or UL24023, installed.

(d) Reason

This AD was prompted by a review by RR of the cyclic life of critical-life-limited parts (LLPs) for RB211-524 series engines. We are issuing this AD to prevent the failure of certain LLPs, which could result in uncontained engine damage and damage to the airplane.

(e) Actions and Compliance

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

(1) Within 30 days after the effective date of this AD, reduce the cyclic life limit for the affected HP compressor rotor stage 1 and stage 2 discs to 7,390 flight cycles (FC).

(2) After the effective date of this AD, remove each affected HP compressor rotor stage 1 and stage 2 disc from service before the part exceeds 7,390 FC.

(3) After the effective date of this AD, do not return to service any engine that has an HP compressor rotor stage 1 and stage 2 disc installed, if the disc has more than 7,390 FC.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0246, dated October 10, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-1004.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on December 23, 2013.
Carlos A. Pestana,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-26-12 The Boeing Company: Amendment 39-17721; Docket No. FAA-2013-0540; Directorate Identifier 2012-NM-185-AD.

(a) Effective Date

This AD is effective February 10, 2014.

(b) Affected ADs

This AD supersedes AD 2009-14-02, Amendment 39-15951 (74 FR 30919, June 29, 2009).

(c) Applicability

This AD applies to all The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of wear through the fuselage skin that occurred sooner than the previous repetitive inspection interval. We are issuing this AD to detect and correct wear damage and cracks of the fuselage skin in the interface area of the vertical stabilizer seal and fuselage skin in sections 46 and 48, which could cause in-flight depressurization of the airplane.

(f) Compliance

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

(g) Repetitive Detailed Inspection

At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, except as specified in paragraph (j)(1) of this AD: Do a detailed inspection of the fuselage skin and any skin repair doubler surface for wear damage and cracking at the vertical stabilizer seal interface, apply Boeing Material Specifications (BMS) 10-86 Teflon-filled coating, and do all applicable corrective actions, except as specified in paragraph (j)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011. Do all applicable corrective actions at the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011. Repeat the detailed inspection thereafter at intervals not to exceed the applicable repetitive interval specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17,

2011, except as specified in paragraph (j)(2) of this AD. The effective date of AD 2009-14-02, Amendment 39-15951 (74 FR 30919, June 29, 2009), is August 3, 2009. Doing the installation of the rub strips in accordance with Boeing Service Bulletin 747-53-2721, Revision 2, dated March 17, 2011, is a terminating action for the work given in Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, at the locations of the rub strip installation only.

(h) Repetitive High Frequency Eddy Current (HFEC) Inspections

For airplanes on which the skin is blended forward of station 2360 without external reinforcement: At the applicable compliance time specified in Table 4 in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, do an external surface HFEC inspection of the blended area of the fuselage skin and the surface of any repair doubler for cracks, apply BMS 10-86 Teflon-filled coating, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011. Do all applicable corrective actions at the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011. Repeat the HFEC inspection thereafter at intervals not to exceed the compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011. The effective date of AD 2009-14-02, Amendment 39-15951 (74 FR 30919, June 29, 2009) is August 3, 2009. Doing the installation of the rub strips in accordance with Boeing Service Bulletin 747-53-2721, Revision 2, dated March 17, 2011, is a terminating action for the work given in Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, at the locations of the rub strip installation only.

(i) Optional Terminating Action

Installation of corrosion resistant steel (CRES) rub strips in accordance with Boeing Service Bulletin 747-53-2721, Revision 3, dated June 25, 2013, except as specified in paragraph (j)(3) of this AD, is terminating action for the inspections specified in paragraphs (g) and (h) of this AD at the locations of the CRES rub strip installations only.

(j) Exceptions to Service Information

(1) Where Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, specifies a compliance time after the "Revision 3 date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, is not a requirement of this AD.

(3) Where Boeing Service Bulletin 747-53-2721, Revision 3, dated June 25, 2013, and Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011, specify to contact Boeing for a modification or for instructions: Before further flight, contact the FAA for instructions using a method approved in accordance with the procedures specified in paragraph (l) of this AD, and accomplish those instructions.

(k) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (g) of this AD, if the corresponding actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 747-53A2478, Revision 1, dated March 27, 2008; or Boeing Service Bulletin 747-53A2478, Revision 2, dated July 15, 2010. This service information is not incorporated by reference in this AD.

(2) This paragraph provides credit for the actions specified in paragraph (i) of this AD, if the corresponding actions were performed before the effective date of this AD using the service bulletins specified in paragraph (k)(2)(i), (k)(2)(ii), or (k)(2)(iii) of this AD.

(i) Boeing Service Bulletin 747-53-2721, dated May 28, 2009, which is not incorporated by reference in this AD.

(ii) Boeing Service Bulletin 747-53-2721, Revision 1, dated June 24, 2010, which is not incorporated by reference in this AD.

(iii) Boeing Service Bulletin 747-53-2721, Revision 2, dated March 17, 2011, which is not incorporated by reference in this AD.

(l) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) Installation of CRES rub strips approved as AMOCs for AD 2009-14-02, Amendment 39-15951 (74 FR 30919, June 29, 2009), are approved as AMOCs for this AD.

(m) Related Information

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

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

(n) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-53A2478, Revision 3, dated October 17, 2011.

(ii) Boeing Service Bulletin 747-53-2721, Revision 3, dated June 25, 2013.

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

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, 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 December 20, 2013.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.