FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2014-14

6/30/2014 - 7/13/2014

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

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
Biweekly 2014-01			
2013-25-04		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-25-06		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-01		CFM International S.A.	CFM56-3 series and CFM56-7B series turbofan engines
2013-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-26-03	S 2011-24-09	Airbus	A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2013-26-04		The Boeing Company	747-400, -400D, and -400F series
2013-26-06	S 2010-19-01	Rolls-Royce Corporation	AE 3007A, A1, A1/1, A1/2, A1/3, A1P, A1E, and A3 turbofan engines
2013-26-07		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-08		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2013-26-10		Rolls-Royce plc	RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 turbofan engines
2013-26-12	S 2009-14-02	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2014-02			
There were no AD's published in this Large Bi-weekly period			
Biweekly 2014-03			
2013-24-04	S 2003-19-11	Learjet Inc.	60
2013-25-03	S 2000-17-05 S 2001-04-09	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-01-04		Bae Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2014-01-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-02-01	S 2011-03-13	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
Biweekly 2014-04			
2014-03-07	S 2009-26-16	The Boeing Company	MD-11 and MD-11F
2014-03-08		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-03-09		ATR–GIE Avions de Transport Régional	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-03-14		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-03-16		Rolls-Royce Deutschland Ltd & Co. KG	Tay 620-15, 650-15, and 651-54 turbofan engines
2014-03-17		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604 Variants)
Biweekly 2014-05			
2014-01-03		Saab AB, Saab Aerosystems	340A (SAAB/SF340A) and SAAB 340B
2014-03-04		Bombardier, Inc.	DHC-8-400, -401, and -402
2014-03-05		Bombardier, Inc.	BD-700-1A10
2014-03-06		Boeing	737-100, -200, -200C, -300, -400, and -500 series

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2014-03-12	S 2002-23-19	Dassault Aviation	FALCON 2000
2014-03-13		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-03-15	S 2008-14-16	328 Support Services GmbH	328-100, 328-300
2014-03-19		Boeing	737-600, -700, -800, -900, and -900ER series
2014-03-21		Boeing	727-200 and 727-200F series
2014-04-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-04-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2014-05-02	S 2002-10-11	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-03		Boeing	777-200, -200LR, -300, -300ER, and -777F series
2014-05-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-06			
2014-05-09	S 2012-12-08	Boeing	777-200 and -300 series
2014-05-12	S 2010-15-08	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-13	S 2004-12-07	Boeing	757-200, -200PF, and -200CB series
2014-05-16		Boeing	747-200B, 747-300, 747-400, 747-400D, 747-400F, 767-200, -300, -300F, and -400ER series
2014-05-18		Bombardier	DHC-8-400, -401, and -402
2014-05-19		Boeing	747-200B, 747-200F, 747-300, 747SP, 747-400, 747-400F, 767-300 series
2014-05-20		Boeing	757-200, -200PF, -200CB, and -300 series
2014-05-21	S 2008-11-04	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-22		Boeing	717-200
2014-05-23		Bombardier	BD-100-1A10 (Challenger 300)
2014-05-24	S 84-19-01	Boeing	747-100, 747-200B, and 747-200F series
2014-05-25		Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2014-05-30	S 2013-07-07	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2014-06-02		Boeing	747-400 series
Biweekly 2014-07			
2013-26-14	S 2008-08-04	Airbus	A318, A319, A320, A321
2014-04-09		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-04-10		Airbus	A330, A340 airplanes
2014-05-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-05-17		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2014-05-27		Rockwell Collins	Mode S transponders
2014-05-28		Bombardier	DHC-8-400, -401, and -402
2014-05-31	S 2008-08-25	Boeing	747-400F, 747-400 series
2014-05-32		Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-06-04		Boeing	747-8 and 747-8F series
2014-06-05	S 2007-03-02	Rolls-Royce Deutschland	Tay 620-15, Tay 650-15 and Tay 651-54 turbofan engines
2014-06-08		Bombardier	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2014-06-09	S 2009-18-18	ATR–GIE Avions de Transport Régional	ATR42-200, -300, -320, -500 ; ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-06-10	S 2014-06-10	Airbus	A330, A340
2014-07-02		Rolls-Royce Deutschland	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines

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Biweekly 2014-08			
2014-05-32	COR	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-07-03		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-07-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-08-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R
2014-08-03		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2014-08-05		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
Biweekly 2014-09			
2013-25-02	S 2000-11-06	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-07-01		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2014-08-01	S 2014-03-08	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-08-04	S 2012-03-04	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-08-08		The Boeing Company	737-200, -200C, -300, -400, and -500 series
2014-08-09		The Boeing Company	767-200, -300, -300F, and -400ER series
2014-08-11	S 2009-24-07	The Boeing Company	737-600, -700, -700C, -800 and -900 series
2014-09-05		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2014-09-06		The Boeing Company	777F series
Biweekly 2014-10			
2014-09-08	S 2007-16-19	The Boeing Company	747-200B, 747-300, and 747-400 series
2014-09-10		The Boeing Company	767-200, -300, -300F, and -400ER series
Biweekly 2014-11			
2014-09-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2014-09-09		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-12			
2008-21-07R1		Dowty Propellers	R408/6-123-F/17 propellers
2014-11-01		The Boeing Company	777-200 and -300 series
2014-11-04		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343 A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-11-06		Lockheed	P-3A or P3A
2014-12-03		Rolls-Royce Deutschland	BR700-725A1-12 turbofan engines
2014-12-52	E	Honeywell International	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines
Biweekly 2014-13			
2014-12-06		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-12-10		The Boeing Company	727-100 series
2014-13-03		Rolls-Royce plc	RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan engines

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Biweekly 2014-14

2014-12-02		Dassault Aviation	FALCON 2000 and FALCON 2000EX
2014-12-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-12-52	S 2014-12-52	Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines
2014-13-02		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2014-14-01		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2014-14-02		Pratt & Whitney Canada Corp.	PW120, PW121, PW121A, PW124B, PW127, PW127E, PW127F, PW127G and PW127M turboprop engines

2014-12-02 Dassault Aviation: Amendment 39-17863. Docket No. FAA-2013-0862; Directorate Identifier 2012-NM-098-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 4, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD; except Model FALCON F2000EX airplanes on which Dassault Aviation Modification M3254 or Dassault Service Bulletin F2000EX-300, Revision 1, dated May 17, 2013, has been embodied.

(1) Model FALCON 2000EX airplanes on which Dassault Aviation modification M2846 or Dassault Aviation Technical Instruction TI-F2000EX-M2846-ME or TI-F2000EX-M3118/M2846-ME has been embodied for the installation of winglets, including the airplane having serial number 602.

(2) Model FALCON 2000 and FALCON 2000EX airplanes modified by Aviation Partners Incorporated Supplemental Type Certificate (STC) ST01987SE http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/1804CCC8BA5562958625770C007757C6?OpenDocument&Highlight=st01987se (installation of winglets).

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new center of gravity (CG) limits applicable during takeoff with a Slat/Flap SF2 setting are necessary. We are issuing this AD to prevent an erratic takeoff path and consequent 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 14 days after the effective date of this AD: Revise the AFM by incorporating the CG limits identified in the service information specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable.

(1) For airplanes identified in paragraph (c)(1) of this AD: Sub-sub-section 1-050-05C, "Weights; Center of gravity limits (A/C with M2846 and M3390)," Issue 2; and Sub-sub-section 1-050-05D, "Weights; Center of gravity limits (A/C with M2846 and M3000)," Issue 1; of Sub-section 1-050, "Weights and Loading," of Section 1, "Limitations," Issue 5, of the Dassault Aviation FALCON 2000EX EASy, FALCON 2000DX, and FALCON 2000LX AFM DGT88898, Revision 15, dated October 30, 2011.

(2) For Model FALCON 2000 airplanes identified in paragraph (c)(2) of this AD: Aviation Partners, Inc. Dassault Aviation Falcon 2000 with CFE 738 Engines–Blended Winglets Installation, AFM Supplement APF2-0601, Code 002, Revision 3, dated June 1, 2012.

(3) For Model FALCON 2000EX airplanes identified in paragraph (c)(2) of this AD: Aviation Partners, Inc. Dassault Aviation Falcon 2000EX Series–Blended Winglets Installation, AFM Supplement APF2-0601, Code 001, Revision 4, dated June 1, 2012.

(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 2012-0081, dated May 14, 2012, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2013-0862-0002.

(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 this AD specifies otherwise.

(i) Dassault Aviation FALCON 2000EX EASy, FALCON 2000DX, and FALCON 2000LX Airplane Flight Manual (AFM) DGT88898, Revision 15, dated October 30, 2011. This document

does not contain dates for the "Issue" levels of the individual sub-sub-sections. The revision level and date of this document are identified on only the title page of the document.

(ii) Aviation Partners, Inc. Dassault Aviation Falcon 2000 with CFE 738 Engines–Blended Winglets Installation, AFM Supplement APF2-0601, Code 002, Revision 3, dated June 1, 2012. The revision level of this document is identified on only the title page, Revision Highlights, and Log of Pages of this document.

(iii) Aviation Partners, Inc. Dassault Aviation Falcon 2000EX Series–Blended Winglets Installation, AFM Supplement APF2-0601, Code 001, Revision 4, dated June 1, 2012. The revision level of this document is identified on only the title page, Revision Highlights, and Log of Pages of this document.

(3) For Dassault 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) For Aviation Partners, Inc. service information identified in this AD, contact Aviation Partners, Inc., 7299 Perimeter Road South, Seattle, WA 98108; telephone 800-946-4638; Internet http://www.aviationpartners.com.

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

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

Issued in Renton, Washington, on May 28, 2014.

Jeffrey E. Duven,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2014-12-13 The Boeing Company: Amendment 39-17874; Docket No. FAA-2014-0341; Directorate Identifier 2014-NM-102-AD.

(a) Effective Date

This AD is effective July 25, 2014.

(b) Affected ADs

This AD replaces AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014).

(c) Applicability

(1) This AD applies to all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/2C6E3DBDDD36F91C862576A4005D64E2?OpenDocument&Highlight=st01219se) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracks found in the aft support fitting, the rear spar upper chord, and the rear spar web. We are issuing this AD to detect and correct cracking of the aft support fitting for the main landing gear (MLG) beam, and the rear spar upper chord and rear spar web in the area of rear spar station (RSS) 224.14, which could grow and result in a fuel leak and possible fire.

(f) Compliance

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

(g) Retained Inspections: Group 1 Airplanes

This paragraph restates the actions required by paragraph (g) of AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014) with no changes. For airplanes identified in Group 1 of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013, except as required by paragraph (i) of this AD, do inspections and

applicable corrective actions using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) Retained Inspections: Groups 2-7 Airplanes

This paragraph restates the actions required by the introductory text of paragraph (h) of AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014) with no changes. For airplanes identified in Groups 2 through 7 of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013, except as required by paragraph (i) of this AD, do high frequency eddy current inspections to detect cracking of the aft support fitting for the MLG beam, and the rear spar upper chord and rear spar web in the area of rear spar station 224.14, as applicable, in accordance with Option 1, 2, or 3 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013.

(1) This paragraph restates the actions required by paragraph (h)(1) of AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014) with no changes. If no crack is found, repeat the inspection thereafter at the time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013, as applicable. Accomplishment of the inspection of the 12 fastener holes (locations 1-12) in accordance with Option 2, Action 3; or Option 3, Action 3; as specified in note (b) of tables 2 through 5 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013; terminates only the corresponding inspections that include note (b) in the "Repeat Interval" column of the applicable table.

(2) This paragraph restates the actions required by paragraph (h)(2) of AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014), with revised paragraph references to the introductory text of paragraph (h) and to paragraph (h)(1) of this AD to mandate corrective actions. If any crack is found during any inspection required by the introductory text of paragraph (h) or by paragraph (h)(1) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) Retained Exception to Service Information Specifications

This paragraph restates the actions required by paragraph (i) of AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014), with no changes. Where Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after April 9, 2014 (the effective date of AD 2014-03-06).

(j) Alternative Methods of Compliance (AMOCs)

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA), which 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 for AD 2014-03-06, Amendment 39-17743 (79 FR 12368, March 5, 2014), are approved as AMOCs for the corresponding provisions of this AD.

(k) Related Information

For more information about this AD, contact Nancy Marsh, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6440; fax: 425-917-6590; email: nancy.marsh@faa.gov.

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on April 9, 2014 (79 FR 12368, March 5, 2014).

(i) Boeing Special Attention Service Bulletin 737-57-1318, dated May 15, 2013.

(ii) Reserved.

(4) 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.

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

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

Issued in Renton, Washington on June 6, 2014.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2014-12-52 Honeywell International Inc. (Type Certificate previously held by AlliedSignal Inc., Garrett Turbine Engine Company): Amendment 39-17897; Docket No. FAA-2014-0386; Directorate Identifier 2014-NE-09-AD.

(a) Effective Date

This AD is effective July 28, 2014.

(b) Affected ADs

This AD supersedes Emergency AD 2014-12-52, Directorate Identifier 2014-NE-09-AD, dated June 10, 2014.

(c) Applicability

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

(d) Unsafe Condition

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

(e) Compliance

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

(1) Before further flight, review engine logbook maintenance records to determine if any engine is installed that has LPT2 blade, P/N 3075424-1, -2, or -3, installed with less than 250 operating hours since new on the blade.

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

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

(4) After the effective date of this AD, do not install any engine that has installed in it LPT2 blades, P/N 3075424-1, -2, or -3, that have less than 250 operating hours since new.

(f) Special Flight Permit

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

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

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

(2) Honeywell International Alert Service Bulletin (ASB) No. TFE731-72-A3792, dated June 5, 2014; ASB No. TFE731-72-A5242, dated June 5, 2014; and ASB No. TFE731-72-A5243, dated June 5, 2014, which are not incorporated by reference in this AD, can be obtained from Honeywell International Inc., using the contact information in paragraph (h)(3) of this AD.

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

Issued in Burlington, Massachusetts, on July 7, 2014.
Ann C. Mollica,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2014-13-02 Rolls-Royce plc: Amendment 39-17877; Docket No. FAA-2013-0953, Directorate Identifier 2013-NE-32-AD.

(a) Effective Date

This AD becomes effective August 5, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines, except those that have been reworked in accordance with RR Service Bulletin (SB) No. RB.211-72-G604, dated March 18, 2013.

(d) Reason

This AD was prompted by the identification by RR of limitations in the drawing definition for the Trent 800 low-pressure (LP) turbine bearing support and exhaust case assembly, which resulted in thin-wall section parts being delivered into service. We are issuing this AD to prevent failure of the LP turbine bearing support and exhaust case assembly, which could lead to engine separation and damage to the airplane.

(e) Actions and Compliance

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

(1) For engines that have an LP turbine bearing support and exhaust case assembly identified by part number (P/N) and serial number (S/N) in Table 1 to paragraph (e) of this AD, installed, at the next engine shop visit after the effective date of this AD, but not later than June 30, 2017, replace the assembly with one that is eligible for installation.

(2) For engines with an LP turbine bearing support and exhaust case assembly not identified by P/N and S/N in Table 1 to paragraph (e) of this AD, installed, at the next piece-part exposure of the LP turbine bearing support and exhaust case assembly after the effective date of AD:

(i) Inspect the hub to conical panel weld line thickness using paragraphs 3.B.(3)(a) through 3.B.(3)(d)(iii) of RR Alert Service Bulletin (ASB) No. RB.211-72-AG644, dated April 30, 2013; and

(ii) Inspect the hub to conical panel flange thickness using paragraphs 3.B.(4)(a) through 3.B.(4)(c)(v) of RR ASB No. RB.211-72-AG644, dated April 30, 2013.

(iii) If the LP turbine bearing support and exhaust case assembly does not pass the inspections required by paragraphs (e)(2)(i) and (e)(2)(ii) of this AD, replace the LP turbine bearing support and exhaust case assembly with one that is eligible for installation.

Table 1 to Paragraph (e)–LP Turbine Bearing Support and Exhaust Case Assembly P/Ns and S/Ns

P/Ns	S/Ns
FK31446	118-01
FK31446	209-01
FK31446	216-01
FK31446	232-01
FK32232	113-01
FK32085	268-01
FK32085	269-01
FK31446	022-01
FK31446	028-01

(f) Definitions

The following definitions apply for the purpose of this AD:

(1) An LP turbine bearing support and exhaust case assembly is eligible for installation if it has passed the inspections of paragraphs (e)(2)(i) and (e)(2)(ii) of this AD; or has been reworked in accordance with RR SB No. RB.211-72-G604, dated March 18, 2013.

(2) "Piece-part exposure" occurs whenever the LP turbine bearing support and exhaust case assembly is sufficiently exposed to do the inspections required by paragraphs (e)(2)(i) and (e)(2)(ii) of this AD.

(3) An "engine shop visit" is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance is not an engine shop visit.

(g) 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.

(h) Related Information

(1) For more information about this AD, contact Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7148; fax: (781) 238-7199; email: eugene.triozzi@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0223, dated September 19, 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-2013-0953.

(i) Material Incorporated by Reference

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

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

(i) Rolls-Royce plc Service Bulletin No. RB.211-72-G604, including Supplement, dated March 18, 2013.

(ii) Rolls-Royce plc Alert Service Bulletin No. RB.211-72-AG644, dated April 30, 2013.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: https://www.aeromanager.com.

(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 June 16, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2014-14-01 Rolls-Royce plc: Amendment 39-17895; Docket No. FAA-2013-0876; Directorate Identifier 2013-NE-27-AD.

(a) Effective Date

This AD becomes effective August 15, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines prior to engine serial number 42066.

(d) Reason

This AD was prompted by an uncontained multiple turbine blade failure on an RR RB211 Trent 772B turbofan engine. We are issuing this AD to prevent failure of the intermediate-pressure turbine disc drive arm or burst of the high-pressure turbine disk, which could lead to uncontained engine failure and damage to the airplane.

(e) Actions and Compliance

After the effective date of this AD, at the next engine shop visit or by December 31, 2018, whichever occurs first, modify the engine by removing any electronic engine control (EEC) that incorporates EEC software standard A14 or earlier and installing an EEC eligible for installation.

(f) Installation Prohibition

After modification of an engine as required by paragraph (e) of this AD, do not install an EEC with software standard A14 or earlier into that engine.

(g) Definitions

(1) For the purpose of this AD, an "engine shop visit" is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(2) For the purpose of this AD, an EEC "eligible for installation" is any EEC that does not contain software standard A14 or earlier.

(h) Credit for Previous Actions

If before the effective date of this AD you removed from an engine any EEC that had EEC software standard A14 or earlier and your engine no longer has an EEC with software standard A14 or earlier, you have met the requirements of this AD.

(i) 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.

(j) Related Information

(1) For more information about this AD, contact Kenneth Steeves, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7765; fax: (781) 238-7199; email: Kenneth.Steeves@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0190, dated August 20, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov/#!docketDetail;D=FAA-2013-0876.

(3) RR Alert Service Bulletin No. RB.211-73-AG829, dated April 18, 2012, which is not incorporated by reference in this AD, can be obtained from Rolls-Royce plc, using the contact information in paragraph (j)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE248BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; or Web site: https://www.aeromanager.com.

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

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 30, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2014-14-02 Pratt & Whitney Canada Corp.: Amendment 39-17896; Docket No. FAA-2013-1059; Directorate Identifier 2013-NE-36-AD.

(a) Effective Date

This AD becomes effective August 15, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) PW120, PW121, and PW121A turboprop engines with Post SB21610 configuration; PW124B, PW127, PW127E, and PW127F turboprop engines with either Post SB21607 or Post SB21705 configuration, or both; and PW127G and PW127M turboprop engines.

(d) Reason

This AD was prompted by reports of fuel leaks at the interface between the fuel manifold and the fuel nozzle that resulted in engine fire. We are issuing this AD to prevent in-flight fuel leakage, which could lead to engine fire, damage to the engine, and damage to the airplane.

(e) Actions and Compliance

Unless already done, during the next opportunity when the affected subassembly is accessible, but no later than 18 months after the effective date of this AD, remove the O-ring seal from the fuel manifold fitting.

(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 Kevin Dickert, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7117; fax: (781) 238-7199; email: kevin.dickert@faa.gov.

(2) Refer to MCAI Transport Canada AD CF-2013-29, dated October 4, 2013, for related 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-2013-1059.

(3) P&WC Service Bulletin PW100-72-21803, Revision No. 4, dated February 8, 2012, which is not incorporated by reference in this AD, can be obtained from Pratt & Whitney Canada, using the contact information in paragraph (g)(4) of this AD.

(4) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin Blvd., Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: www.pwc.ca.

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

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 30, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.