

## Prescrizione di Aeronavigabilità Airworthiness Directive

Si allega la Prescrizione di Aeronavigabilità emessa dalla:  
Attached the Airworthiness Directive issued by:

- ☐ **Agenzia Europea per la Sicurezza Aerea**  
European Aviation Safety Agency
- ☒ **Autorità Primaria di Certificazione**  
Primary Certification Authority

**RIFERIMENTO AD**  
AD Reference

**FAA** N. **2014-21-04**

**COSTRUTTORE**  
Manufacturer

**BOEING**

**SOGGETTO**  
Applicability

**DC-9-81, DC-9-82, DC-9-83, DC-9-87 and MD-88 airplanes**

**OGGETTO**  
Subject

**Stabilizers - Horizontal stabilizer - inspection/corrective actions**

**NOTE**  
Remark

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### Nota 1

Il Certificato di Navigabilità dell'aeromobile sulle cui strutture od impianti deve essere applicata la Prescrizione di Aeronavigabilità a riferimento, scade di validità qualora essa non venga attuata nei termini prefissati.  
The Certificate of Airworthiness of the aircraft to which structures and/or systems the referenced Airworthiness Directive shall be applied expires if the AD is not embodied within specified terms.

### Nota 2

Per ulteriori informazioni contattare ENAC Direzione Regolazione Navigabilità  
For further information contact ENAC Airworthiness Regulation Department

email : [ad@enac.gov.it](mailto:ad@enac.gov.it)  
fax : +390644596611



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**2014-21-04 The Boeing Company:** Amendment 39-17996 ; Docket No. FAA-2014-0451;  
Directorate Identifier 2013-NM-122-AD.

**(a) Effective Date**

This AD is effective December 2, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all the Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88 airplanes; certificated in any category.

**(d) Subject**

Air Transport Association (ATA) Code 55, Stabilizers.

**(e) Unsafe Condition**

This AD was prompted by reports of cracks emanating from the aft-most barrel nut holes of the left and right upper rear spar caps of the horizontal stabilizer. We are issuing this AD to detect and correct cracks in the horizontal stabilizer, which could propagate until an upper rear spar cap severs, and result in failure of the horizontal stabilizer upper center or aft skin panel and adversely affect the structural integrity of the airplane.

**(f) Compliance**

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

**(g) Inspection**

At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013; except as provided by paragraph (i) of this AD: Do a high frequency eddy current inspection (ETHF) for cracks in the areas around the two aft-most barrel nut holes of the left and right upper rear spar caps, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013. Thereafter, repeat the ETHF inspection at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013; except as provided by paragraph (i) of this AD. If any cracking is found during any inspection, before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013.

## **(h) Post-Repair/Replacement Actions**

For airplanes on which a splice repair or replacement was done, as specified in Boeing Alert Service Bulletin MD80-55A070: At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013, do a ETHF inspection for cracks at the two aft-most barrel nut holes of any repaired or replaced upper rear spar cap, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013. Thereafter, repeat the ETHF inspection at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013. If any cracking is found during any inspection, before further flight, do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013.

## **(i) Exception to the Service Information Specifications**

Where Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

## **(j) Credit for Previous Actions**

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin MD80-55A070, dated May 22, 2013, which is not incorporated by reference in this AD.

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

(1) The Manager, Los Angeles 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 (l)(1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-REQUESTS@faa.gov.

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

(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, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

## **(l) Related Information**

(1) For more information about this AD, contact George Garrido, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5357; fax: 562-627-5210; email: george.garrido@faa.gov.

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

**(m) Material Incorporated by Reference**

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

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

(i) Boeing Alert Service Bulletin MD80-55A070, Revision 1, dated December 17, 2013.

(ii) Reserved.

(3) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, CA 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; 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 October 13, 2014.

Michael Kaszycki,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.