

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2015-13

6/15/2015 - 6/28/2015



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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, R - Replaces			
Biweekly 2015-01			
2014-26-03		Saab AB, Saab Aerosystems	340B
Biweekly 2015-02			
2014-25-51		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-25-52		Airbus	A330-223F, -243F, A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541 and A340-642
2014-26-06		ATR–GIE Avions de Transport Régional	ATR42-500 and ATR72-212A
2014-26-07		Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G
2014-26-09	R 2014-03-05	Bombardier, Inc.	BD-700-1A10
2014-26-10		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
2014-26-53		Airbus	A319-115, A319-133, A320-214, A320-232, and A320-233
2015-01-01	R 2011-09-11	The Boeing Company	777-200 and -300 series
Biweekly 2015-03			
2014-23-15	R 2011-14-06	Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-26-08	R 2011-13-09	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2015-02-02		Bombardier, Inc	CL-215-6B11 (CL-215T Variant), CL-215-6B11 (CL-415 Variant)
2015-02-03		Airbus	A300 B4-601, B4-603, B4-605R, F4-605R, and C4-605R Variant F
2015-02-04		Dassault Aviation	MYSTERE-FALCON 50
2015-02-05		The Boeing Company	717-200, DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F, MD-10-10F and MD-10-30F, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87), MD-88, MD-90-30
2015-02-06		Bombardier, Inc	CL-600-2B16 (CL-604 Variant)
2015-02-08		Rolls-Royce Corporation (RRC)	AE 2100D2, 2100D2A, 2100D3, 2100P and AE 3007A1, A1/1, A1/3, A1E, A1P, A2, A3, C, C1, and C2
2015-02-11		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2015-02-12		Bombardier, Inc	DHC-8-400, -401 and -402
2015-02-13		Empresa Brasileira de Aeronautica S.A. (Embraer)	EMB -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2015-02-16	R 2009-06-06	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F
2015-02-17		Airbus	A330-201, -202, -203, -223, -223F, -243, and -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2015-02-18		Airbus	A330-201, -202, -203, -301, -302, and -303
2015-02-19	R 95-24-04	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R, A300 C4-605R Variant F

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2015-02-20	S 2013-15-10	Rolls-Royce plc (RR)	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17, 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84
2015-02-23		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants)
2015-02-26	R 2013-24-13	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series, 737-600, -700, -700C, -800, and -900 series
Biweekly 2015-04			
2015-02-24	R 2007-03-18 R2008-17-02 R2012-08-03 R2012-15-14	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2015-02-25		Bombardier, Inc.	DHC-8-400, -401, and -402
2015-03-01		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2015-03-02		Airbus	A319-115, A319-133, A320-214, A320-232, and A320-233
2015-03-04		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
2015-03-05	R 2012-09-07	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
2015-03-06	R 2007-22-10	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
Biweekly 2015-05			
2015-02-14	R 2009-20-05	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, -232.
2015-03-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R. A300 C4-605R Variant F.
2015-04-02		CFM International S.A.	CFM56-7B series
2015-04-03		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60
2015-04-06		Rolls-Royce plc	RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17.
Biweekly 2015-06			
2015-04-07		Boeing	767-200 and -300 series airplanes
2015-05-01		Boeing	757-200, -200PF, -200CB, and -300 series airplanes; and 767-200, -300, -300F, and -400ER series airplanes
2015-05-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2015-05-07	R 2015-02-06	Bombardier	CL-600-2B16 (CL-604 Variant) airplanes
2015-05-08		Lockheed Martin	382, 382B, 382E, 382F, and 382G airplanes
2015-06-01	S 2014-06-03	British Aerospace	Jetstream Series 3101 and Jetstream 3201 airplanes
Biweekly 2015-07			
2015-04-08	R 2014-06-08	Bombardier, Inc	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2015-05-02	R 2014-23-15	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2015-06-04	R 2011-13-07	Dassault	FALCON 7X
2015-06-05		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, and B4-622,

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2015-06-06 2015-06-07 2015-07-01		BAE Systems The Boeing Company Rolls-Royce plc	A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes. 4101 airplanes 737-100, -200, -200C, -300, -400, and -500 series airplanes RB211-524B-02, RB211-524B-B-02, RB211-524B2-19, RB211-524B2-B-19, RB211-524B3-02, RB211-524C2-19, and RB211-524C2-B-19 turbofan engines
Biweekly 2015-08			
2015-06-08	R 2011-09-03	Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G
2015-07-05		BAE Systems (Operations) Limited	146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2015-07-06		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2015-07-07 2015-08-02	R 2015-02-04	The Boeing Company Dassault Aviation	777-200, -200LR, -300ER, and 777F series MYSTERE-FALCON 50
Biweekly 2015-09			
2015-06-10		ATR-GIE Avions de Transport Régional	ATR72-212A
2015-07-02		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), CL-600-2B16 (CL-604 Variants)
2015-08-01 2015-08-03 2015-08-05	R 2013-26-05	The Boeing Company Bombardier, Inc. Dassault Aviation	757-200, -200PF, -200CB, and -300 series DHC-8-400, -401, and -402 FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5
2015-08-06	R 2007-14-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F
2015-08-08	R 2014-26-53 and 2015-03-02	Airbus	A319-115, A319-132, A319-133, A320-214, A320-232, and A320-233
2015-08-09 2015-09-02 2015-09-03		The Boeing Company Bombardier, Inc. Airbus	737-600 and -700 series CL-600-2E25 (Regional Jet Series 1000)
2015-09-07		The Boeing Company	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 787
Biweekly 2015-10			
2015-08-07 2015-09-05 2015-09-08		Zodiac Aerotechnics The Boeing Company Airbus	See AD 747-400 and 747-400F A300 B4-601, B4-603, and B4-605R; and A300 F4-605R; and A300 C4-605R Variant F; and A310-204 and -304
2015-09-09	R 2004-07-11	The Boeing Company	767-200, -300, and -400ER series
Biweekly 2015-11			
2015-10-02	R 2014-20-11	Zodiac Seats France	9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies
2015-10-03	R 2014-09-05	Airbus Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2015-10-04	R 2012-09-09	International Aero Engines AG	IAE V2500-A1, IAE V2525-D5, IAE V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5
2015-11-04		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body; 707-300, -300B, -300C, -400; 720 and 720B series

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AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces

Biweekly 2015-12

2015-10-01		Bombardier, Inc.	DHC-8-401, -402, and -403
2015-11-02	R 95-26-11	Lockheed Martin Corporation	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2015-11-03		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A; ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A
2015-11-05		The Boeing Company	747-400, 747-400D, 747-400F, 747-8F, and 747-8 series

Biweekly 2015-13

2015-10-51		Avidyne Corporation	Integrated Flight Displays (IFDs)
2015-12-03	COR R 2007-13-05	The Boeing Company	777-200, -200LR, -300, and -300ER series
2015-12-05	R 2008-06-18	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F
2015-12-06		Learjet Inc.	45
2015-12-07		The Boeing Company	747-8F and 747-8 series
2015-12-08		Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-12-10		Pratt & Whitney Division	PW6122A and PW6124A
2015-12-11	COR	The Boeing Company	767-200, -300, -300F, and -400ER series, 777-200, -200LR, -300, -300ER, and 777F
2015-12-12		Fokker Services B.V.	F.28 Mark 0070 and 0100
2015-13-01		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2015-13-02		Bombardier, Inc	DHC-8-400, -401, and -402



2015-10-51 Avidyne Corporation: Amendment 39-18183; Docket No. FAA-2015-2191; Directorate Identifier 2015-CE-015-AD.

(a) Effective Date

This AD is effective July 1, 2015 to all persons except those persons to whom it was made immediately effective by Emergency AD 2015-10-51, issued on May 18, 2015, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

Avidyne Corporation (Avidyne) Integrated Flight Displays (IFDs) part number (P/N) 700-00083-() loaded with software release 9.3.1.0 or earlier release (referred to as Model R9–10 inch), P/N 700-00171-() loaded with software release 9.2.5.0 or earlier release (referred to as Model R9–12 inch), and P/N 700-00182-() loaded with software release 10.0.3.0 or earlier release (referred to as Model IFD540). These IFDs are installed on, but not limited to, airplanes that are certificated in any category and are identified in the following:

(1) For Model R9–10 inch: AML STC SA00282BO. This document can be found at:
[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/24d8d8ba6cb57e4f86257d1d0055dec4/\\$FILE/SA00282BO_AML.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/24d8d8ba6cb57e4f86257d1d0055dec4/$FILE/SA00282BO_AML.pdf).

(2) For Model R9–12 inch: Korea Aerospace Industries KC-100 (currently being type validated by the FAA).

(3) For Model IFD540: STC SAA00343BO. This document can be found at:
[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/5084676a444f3b2b86257d20005d08ab/\\$FILE/SA00343BO_AML.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/5084676a444f3b2b86257d20005d08ab/$FILE/SA00343BO_AML.pdf).

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 34, Navigation.

(e) Unsafe Condition

This AD was prompted by reports of Avidyne IFDs displaying incorrect course deviation indication information during GPS approaches (incorrect display of lateral deviations). This condition occurs when the airplane is flying in certain approaches, the leg to the Final Approach Fix (FAF) is active, and the leg to the FAF is not aligned with the final approach course (i.e., an angled entry to the FAF). The software of the Avidyne IFDs as referenced above in the Applicability section, paragraph (c) of this AD, will produce lateral deviations to the final approach course as soon as the leg to the FAF becomes active. Therefore, when the leg does not align with the final approach course, the course deviation indicator (CDI) will show a deviation when, in fact, the aircraft is on the proper

course for the active leg. We are issuing this AD to prevent such incorrect display of lateral deviations, which could result in the pilot making flight decisions that put the aircraft in unsafe flight conditions, flying into airspace that was, by the GPS approach design, to be avoided (terrain, obstacle, traffic, restricted).

(f) Compliance

Unless already done, comply with paragraphs (g)(1) through (g)(4) of this AD, including all subparagraphs.

(g) Airplane Flight Manual (AFM) or Airplane Flight Manual Supplement (AFMS) Limitation

(1) Before further flight after July 1, 2015 to all persons except those persons to whom it was made immediately effective by Emergency AD 2015-10-51, issued on May 18, 2015, which contained the requirements of this amendment, incorporate the operational limitations listed in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD into the Limitations section of the AFM or AFMS, as applicable. This can be done by inserting a copy of this AD into the Limitations section of the AFM or AFMS.

(i) "Flying a full procedure (non Vector-to-Final) GPS approach, with a course change at the Final Approach Fix (FAF), is prohibited."

(ii) "Flying a GPS approach, with a Direct-To or with an Omni-Bearing Selector (OBS) leg to the FAF, is prohibited."

(2) This action may be done by an owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1)(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.173 or 135.439.

(3) Paragraphs (g)(3)(i) and (g)(3)(ii) of this AD provides examples of prohibited and allowed GPS approach per paragraph (g)(1)(i) of this AD:

(i) An example of a prohibited GPS approach per paragraph (g)(1)(i) of this AD can be found at: <http://aeronav.faa.gov/d-tpp/1505/05597r25.pdf>.

(ii) An example of an allowed GPS approach per paragraph (g)(1)(i) of this AD can be found at: <http://aeronav.faa.gov/d-tpp/1505/00626rz29.pdf>.

(4) This AD is no longer applicable if software is installed that is different than that referenced in paragraph (c) Applicability of this AD.

(h) Special Flight Permit

Under 14 CFR 39.23, special flight permits are prohibited for this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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 (j) of this AD.

(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.

(j) Related Information

For further information about this AD, contact Anthony Pigott, Aerospace Engineer, Boston ACO, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7158; fax: (781) 238-7199; email: anthony.pigott@faa.gov.

Issued in Kansas City, Missouri, on June 8, 2015.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



CORRECTED: This copy of the AD has been corrected to match the Federal Register version by adding the missing "+/-" indicators into paragraphs (i)(3) and (i)(4).

2015-12-03 The Boeing Company: Amendment 39-18176 ; Docket No. FAA-2014-0485; Directorate Identifier 2014-NM-093-AD.

(a) Effective Date

This AD is effective July 21, 2015.

(b) Affected ADs

This AD replaces AD 2007-13-05, Amendment 39-15109 (72 FR 33856, June 20, 2007).

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airplanes having a Variable Number identified in paragraph 1.A., "Effectivity," of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014.

(2) Airplanes having a date of issuance of the original airworthiness certificate or date of issuance of the original export certificate of airworthiness on or after January 27, 2014.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the manufacturer's determination that the procedure for the rudder freeplay inspection does not properly detect excessive freeplay in the rudder control load loop. We are issuing this AD to detect and correct excessive wear in the load loop components of the control surfaces, which could lead to excessive freeplay of the control surfaces, flutter, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Repetitive Inspections of Elevators, Rudder, and Rudder Tab

At the applicable times specified in tables 1, 2, and 3 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, except as provided by paragraph (i)(1) of this AD: Inspect the freeplay of the right and left elevators, rudder, and rudder tab by accomplishing all of the actions specified in Parts 1, 3, and 5 of the

Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, except as provided by paragraphs (i)(2) through (i)(4) of this AD. Repeat the inspections thereafter at the intervals specified in tables 1, 2, and 3 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014. If, during any inspection required by this paragraph, the freeplay exceeds any applicable measurement specified in Part 1, 3, and 5, as applicable, of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, before further flight, do the applicable corrective actions in accordance with Part 1, 3, and 5 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014.

(h) Repetitive Lubrication

At the applicable times specified in tables 1, 2, and 3 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, except as provided by paragraph (i)(1) of this AD: Lubricate the elevator components, rudder components, and rudder tab components, by accomplishing all of the actions specified in Parts 2, 4, and 6 of the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, as applicable. Repeat the lubrication thereafter at the interval specified in tables 1, 2, and 3 of paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, as applicable.

(i) Exception to Service Information Specifications

(1) Where Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, specifies a compliance time "after the original issue date on this service bulletin," this AD requires compliance within the specified compliance time after July 25, 2007 (the effective date of AD 2007-13-05, Amendment 39-15109 (72 FR 33856, June 20, 2007)).

(2) Where Appendix B, paragraph 1.f., "Freeplay Inspection," step (8), of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, specifies that the center of the pad must be within 1.0 inch (13 millimeters) of the center line of the rib rivets in the rudder tab, this AD requires that the center of the tab must be within 1.0 inch (25 millimeters) of the center line of the rib rivets in the rudder tab.

(3) Where Appendix C, paragraph 1.e., "Rudder Tab Surface Freeplay–Inspection," step (2) and step (6), of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, specify that the placement of the force gage and pad should be within one inch of the centerline line of the middle rudder PCU rib and at 12 +/-1 inch (305 +/-72 millimeters) forward of the rudder tab trailing edge, this AD requires placement of the force gage and pad within one inch of the centerline line of the middle rudder PCU rib and at 12 +/-1 inch (305 +/-25 millimeters) forward of the rudder tab trailing edge.

(4) Where Appendix C, paragraph 1.e., "Rudder Tab Surface Freeplay–Inspection," step (3), of Boeing Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014, specifies to apply a 30 +/--pound (133 +/-14 newton) force, this AD requires applying a 30 +/-3 pound force (133 +/-14 newton) force.

(j) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (j)(1) or (j)(2) of this AD.

(1) Boeing Special Attention Service Bulletin 777-27-0062, dated July 18, 2006, which was incorporated by reference in AD 2007-13-05, Amendment 39-15109 (72 FR 33856, June 20, 2007).

(2) Boeing Special Attention Service Bulletin 777-27-0062, Revision 1, dated October 1, 2009, which is not incorporated by reference in this AD.

(k) 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 (l)(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) AMOCs approved previously for the freeplay measurements of the right and left elevators and rudder tab required by paragraph (f) of AD 2007-13-05, Amendment 39-15109 (72 FR 33856, June 20, 2007), are approved as AMOCs for the corresponding requirements of this AD.

(5) AMOCs approved previously for the freeplay measurements of the rudder required by paragraph (f) of AD 2007-13-05, Amendment 39-15109 (72 FR 33856, June 20, 2007), are not approved as AMOCs for the corresponding requirements of this AD. We are not aware of any such AMOCs.

(6) AMOCs approved previously for the repetitive lubrications required by paragraph (g) of AD 2007-13-05, Amendment 39-15109 (72 FR 33856, June 20, 2007), are approved as AMOCs for the corresponding requirements of this AD.

(l) Related Information

(1) For more information about this AD, contact Haytham Alaidy, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6573; fax: 425-917-6590; email: Haytham.Alaidy@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 Special Attention Service Bulletin 777-27-0062, Revision 2, dated January 27, 2014.

(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 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 June 3, 2015.

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



2015-12-05 Airbus: Amendment 39-18178. Docket No. FAA-2014-0618; Directorate Identifier 2012-NM-171-AD.

(a) Effective Date

This AD becomes effective July 21, 2015.

(b) Affected ADs

This AD replaces AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008).

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) through (c)(5) of this AD, certificated in any category, all certified models, all serial numbers.

- (1) Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
- (2) Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (3) Airbus Model A300 B4-605R and B4-622R airplanes.
- (4) Airbus Model A300 F4-605R and F4-622R airplanes.
- (5) Airbus Model A300 C4-605R Variant F airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report that information from an analysis and a fleet survey shows a need for reduced compliance times and intervals. We are issuing this AD to detect and correct cracking, which could lead to reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Actions and Compliance Times, with Revised Service Information

This paragraph restates the requirements of paragraph (f) of AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008), with revised service information. Unless already done, do the following actions.

- (1) Except as provided by paragraphs (g)(1)(i), (g)(1)(ii), (g)(1)(iii), (g)(1)(iv), and (h) of this AD: At the threshold specified in paragraph 1.E.(2), "Accomplishment Timescale," of Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007 (for Model A300 series airplanes); Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007 (for Model A300-600 series airplanes); or Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013 (for

Model A300-600 series airplanes); as applicable; perform the inspection of the wing lower skin panel and associated internal support structure aft of the rear spar and inboard of rib 9 and apply applicable corrective measures in accordance with Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007 (for Model A300 series airplanes); Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007 (for Model A300-600 series airplanes); or Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013 (for Model A300-600 series airplanes); as applicable. All applicable corrective measures must be done at the applicable times specified in paragraph 1.E.(2) and the Accomplishment Instructions of Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007 (for Model A300 series airplanes); Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007 (for Model A300-600 series airplanes); or Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013 (for Model A300-600 series airplanes); as applicable. Accomplishing the requirements of paragraph (h) of this AD terminates the requirements of this paragraph for Model A300-600 airplanes.

(i) Where the tables in paragraph 1.E.(2), "Accomplishment Timescale," of Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007; and Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007; specify a grace period for doing the actions, this AD requires that the actions be done within the specified grace period relative to April 23, 2008 (the effective date of AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008)).

(ii) Where the tables in paragraph 1.E.(2)(e), "Config 04," of Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007, specify an inspection interval but not an initial threshold, this AD requires that the actions be done within the specified interval after inspecting in accordance with Table 1A or 1B, as applicable, for Configuration 01 airplanes described in the Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007, and thereafter at the inspection interval specified in the tables in paragraph 1.E.(2)(e), "Config 04," of Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007.

(iii) Where the tables in paragraph 1.E.(2)(f), "Config 05," of Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007, specify an inspection interval but not an initial threshold, this AD requires that the actions be done within the specified interval after inspecting in accordance with Table 1A, or 1B, as applicable, for Configuration 01 airplanes described in Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007, and thereafter at the inspection interval specified in the tables in paragraph 1.E.(2)(f), "Config 05," of Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007.

(iv) All crack lengths specified in Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007; and Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007, are considered "not to exceed" lengths.

(2) Repeat the inspection at the intervals in, and according to the instructions defined in, Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007 (for Model A300 series airplanes); Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007 (for Model A300-600 series airplanes); or Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013 (for Model A300-600 series airplanes); as applicable; except where Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007, specifies repetitive inspections for cracking if Airbus Service Bulletin A300-57-022 has not been embodied, this AD requires doing repetitive inspections for cracking if Airbus Service Bulletin A300-57-0222 (modification 11178H5410) has not been embodied.

(3) Report to Airbus the first inspection results, whatever they may be, at the applicable time specified in paragraph (g)(3)(i) or (g)(3)(ii) of this AD.

(i) If the inspection was done after April 23, 2008 (the effective date of AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008)), submit the report within 30 days after the inspection.

(ii) If the inspection was accomplished prior to April 23, 2008 (the effective date of AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008)), submit the report within 30 days after April 23, 2008.

(h) New Requirement of This AD: New Compliance Times for Model A300-600 Series Airplanes

For Model A300-600 series airplanes, do the actions specified in paragraphs (h)(1) through (h)(3) of this AD at the applicable times specified in those paragraphs.

(1) Except as provided by paragraphs (h)(1)(i) and (h)(1)(ii) of this AD: Within the compliance times specified in Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013, perform the inspection of the wing lower skin panels and associated internal support structures aft of the rear spar and inboard of rib 9, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013. Thereafter, repeat these inspections at intervals specified in Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013. Accomplishment of the actions required by this paragraph terminates the requirements of paragraph (g) of this AD for Model A300-600 airplanes.

(i) Where the tables in paragraph 1.E.(2), "Accomplishment Timescale," of Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013, specify a grace period for doing the actions for airplanes that have exceeded the thresholds, this AD requires, for all airplanes, that the actions be done within the specified grace period after the effective date of this AD or before the specified thresholds, whichever occurs later.

(ii) Where Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013, specifies to "contact Airbus" before further flight, this AD requires repairing using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA); and accomplishing those actions before further flight. If approved by the DOA, the approval must include the DOA-authorized signature.

(2) If, during any inspection as required by paragraph (h)(1) of this AD, discrepancies are detected, before next flight, accomplish the applicable corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013.

(3) Corrective actions, as required by paragraph (h)(2) of this AD, do not constitute terminating action for the repetitive inspection requirements of paragraph (h)(1) of this AD.

(i) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before April 23, 2008 (the effective date of AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008)), using the applicable service information identified in paragraphs (i)(1)(i) through (i)(1)(iv) of this AD, which are not incorporated by reference by this AD.

(i) Airbus Service Bulletin A300-57-0177, Revision 03, dated May 29, 2006 (for Model A300 series airplanes).

(ii) Airbus Service Bulletin A300-57-0177, Revision 04, dated January 5, 2007 (for Model A300 series airplanes).

(iii) Airbus Service Bulletin A300-57-6029, Revision 04, dated May 29, 2006 (for Model A300-600 series airplanes).

(iv) Airbus Service Bulletin A300-57-6029, Revision 05, dated October 23, 2006 (for Model A300-600 series airplanes).

(2) This paragraph provides credit for actions required by paragraph (g) or (h) of this AD, if those actions were performed before the effective date of this AD, using Airbus Service Bulletin A300-57-6029, Revision 07, dated June 6, 2011 (for Model A300-600 series airplanes), which is not incorporated by reference by this AD.

(j) 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: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

(i) 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.

(ii) AMOCs approved previously for AD 2008-06-18, Amendment 39-15430 (73 FR 14670, March 19, 2008), are approved as AMOCs for the corresponding requirements of this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0203, dated October 1, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0618.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(5) and (l)(6) of this AD.

(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 this AD specifies otherwise.

(3) The following service information was approved for IBR on July 21, 2015.

(i) Airbus Service Bulletin A300-57-6029, Revision 08, dated April 25, 2013.

(ii) Reserved.

(4) The following service information was approved for IBR on April 23, 2008 (73 FR 14670, March 19, 2008).

(i) Airbus Service Bulletin A300-57-0177, Revision 05, dated March 23, 2007.

(ii) Airbus Service Bulletin A300-57-6029, Revision 06, dated March 23, 2007.

(5) For service information identified in this AD, contact Airbus SAS Airworthiness Office–EAW, 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>.

(6) 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.

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

Issued in Renton, Washington, on June 3, 2015.

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



2015-12-06 Learjet Inc.: Amendment 39-18180; Docket No. FAA-2014-0249; Directorate Identifier 2012-NM-211-AD.

(a) Effective Date

This AD is effective July 21, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Learjet Inc. Model 45 airplanes, certificated in any category, as identified in Bombardier Recommended Service Bulletin 40-56-03, Revision 1, dated October 15, 2012 (for airplanes having serial numbers (S/Ns) 45-2000 through 45-2120 inclusive, and S/Ns 45-2122 through 45-2130 inclusive); and Bombardier Recommended Service Bulletin 45-56-3, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-005 through 45-427 inclusive).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of non-conforming windshield supports (coupe rails). We are issuing this AD to detect and correct non-conforming windshield supports, which could result in uncontrolled cabin depressurization, and compromise of the capability of the windshield to withstand a bird strike.

(f) Compliance

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

(g) Inspections and Corrective Actions

Within 600 flight hours or 36 months after the effective date of this AD, whichever occurs first: Do the inspections specified in paragraphs (g)(1) through (g)(3) of this AD. Do all inspections and corrective actions specified in paragraphs (g)(1) through (g)(3) of this AD, in accordance with the Accomplishment Instructions of Bombardier Recommended Service Bulletin 40-56-03, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-2000 through 45-2120 inclusive, and 45-2122 through 45-2130 inclusive); or Bombardier Recommended Service Bulletin 45-56-3, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-005 through 45-427 inclusive).

(1) Do a general visual inspection of the coupe rails to detect gouging and scratches and to determine whether a radius has been removed or damaged.

(i) If gouging or scratches are found, before further flight, burnish or blend the gouges and scratches.

(ii) If the radius has been removed or damaged, before further flight, restore the radius.

(2) Do an ultrasound inspection to measure the dimensions of the lower coupe rails.

(i) If the coupe rail has an "X" dimension of 0.246 (6.248 millimeters (mm)) or greater, and a "Y" dimension of 0.148 (3.759 mm) or greater: Before further flight, identify the coupe rail, in accordance with table 1 of Bombardier Recommended Service Bulletin 40-56-03, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-2000 through 45-2120 inclusive, and S/Ns 45- 2122 through 45-2130 inclusive); or Bombardier Recommended Service Bulletin 45-56-3, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-005 through 45-427 inclusive).

(ii) If the coupe rail has an "X" dimension between 0.246 (6.248 mm) and 0.166 (4.216 mm) or a "Y" dimension between 0.148 (3.759 mm) and 0.134 (3.403 mm): Before further flight, identify the coupe rail, in accordance with table 2 of Bombardier Recommended Service Bulletin 40-56-03, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-2000 through 45-2120 inclusive, and S/Ns 45- 2122 through 45-2130 inclusive); or Bombardier Recommended Service Bulletin 45-56-3, Revision 1, dated October 15, 2012 (for airplanes having S/Ns 45-005 through 45-427 inclusive).

(iii) If any coupe rail "X" dimension is below 0.166 (4.216 mm) or "Y" dimension is below 0.134 (3.403 mm): Before further flight, replace that coupe rail with a new coupe rail.

(3) Do a flange and radius eddy current inspection for cracks of the left-hand and right-hand lower coupe rails.

(i) If no crack is found, before further flight, mark the new data plate.

(ii) If any crack is found, before further flight, replace the coupe rail with a new coupe rail.

(h) Maintenance/Inspection Program Revision

Within 30 days after the effective date of this AD: Revise the maintenance or inspection program (as applicable) to incorporate tasks for inspections of the lower coupe rail radius/windscreen retainer attach and replacement of the coupe rails, in accordance with a method approved by the Manager, Wichita Aircraft Certification Office (ACO), ACE-115W, FAA.

Note 1 to paragraph (h) of this AD: For Model 40 airplanes, the instructions provided in Bombardier Learjet 40 Maintenance Manual MM-105, Revision 30, dated June 2, 2014, provide guidance for revising the maintenance or inspection program to include replacements of the coupe rails and maintenance requirements/structure checks of the lower coupe rail radius/windscreen retainer attach. This service information is not incorporated by reference in this AD.

Note 2 to paragraph (h) of this AD: For Model 45 airplanes, the instructions provided in Bombardier Learjet 45 Maintenance Manual MM-104, Revision 62, dated June 2, 2014, provide guidance for revising the maintenance or inspection program to include replacements of the coupe rails and maintenance requirements/structure checks of the lower coupe rail radius/windscreen retainer attach. This service information is not incorporated by reference in this AD.

(i) No Alternative Actions or Intervals

After accomplishing the revision required by paragraph (h) of this AD, no alternative IRN task or interval may be used unless the IRN task or interval is approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k) of this AD.

(j) 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 Recommended Service Bulletin 40-56-03, dated April 30, 2012 (for airplanes having S/Ns 45-2000 through 45-2120 inclusive, and 45-2122 through 45-2130 inclusive); or Bombardier Recommended Service Bulletin 45-56-3, dated April 30, 2012 (for airplanes having S/Ns 45-005 through 45-427 inclusive); which are not incorporated by reference in this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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.

(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.

(l) Related Information

(1) For more information about this AD, contact Paul Chapman, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209; phone: 316-946-4152; fax: 316-946-4107; email: paul.chapman@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) Bombardier Recommended Service Bulletin 40-56-03, Revision 1, dated October 15, 2012.

(ii) Bombardier Recommended Service Bulletin 45-56-3, Revision 1, dated October 15, 2012.

(3) For service information identified in this AD, contact Learjet, Inc., One Learjet Way, Wichita, KS 67209-2942; telephone 316-946-2000; fax 316-946-2220; email ac.ict@aero.bombardier.com; Internet <http://www.bombardier.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 June 3, 2015.

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



2015-12-07 The Boeing Company: Amendment 39-18181; Docket No. FAA-2014-0575; Directorate Identifier 2014-NM-086-AD.

(a) Effective Date

This AD is effective July 21, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 747-8F and 747-8 series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of delamination damage to leading edge (LE) variable camber krueger (VCK) flaps. We are issuing this AD to detect and correct delamination damage to certain LE VCK flaps, which can reduce the lightning strike protection capability on certain LE VCK flaps and result in an uncommanded motion of the trailing edge flap system. Such uncommanded flap motion, without shutdown of the trailing edge or leading edge flaps, may cause unexpected changes in lift, potentially resulting in asymmetric lift and loss of control of the airplane.

(f) Compliance

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

(g) Inspections and Corrective Actions

Except as specified in paragraph (h) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 747-57-2338, dated January 14, 2014: Do a general visual inspection to detect delamination damage of the lightning strike applique (LSA) on the LE VCK flaps at positions 6 through 9 (left wing) and 18 through 21 (right wing); and do all applicable corrective actions before further flight; in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-57-2338, dated January 14, 2014. Repeat the inspection of the LSA on the LE VCK flaps at positions 6 through 9 (left wing) and 18 through 21 (right wing) thereafter at the applicable intervals specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 747-57-2338, dated January 14, 2014.

(h) Exception to Service Information

Where Paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 747-57-2338, dated January 14, 2014, 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.

(i) 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 (j)(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.

(j) Related Information

For more information about this AD, contact Kelly McGuckin, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6490; fax: 425-917-6590; email: kelly.mcguickin@faa.gov.

(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) Boeing Special Attention Service Bulletin 747-57-2338, dated January 14, 2014.

(ii) Reserved.

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

(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 June 3, 2015.

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



2015-12-08 Airbus: Amendment 39-18182. Docket No. FAA-2014-0585; Directorate Identifier 2013-NM-248-AD.

(a) Effective Date

This AD becomes effective July 21, 2015.

(b) Affected ADs

None.

(c) Applicability

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

- (1) Model A318-111, -112, -121, and -122 airplanes.
- (2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Model A320-211, -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 35, Oxygen.

(e) Reason

This AD was prompted by a report of corrosion found during the manufacturing process for some oxygen pipe assemblies that are used to supply oxygen to the flightcrew. We are issuing this AD to detect and correct corrosion, which could lead to blocked or reduced oxygen supply to a flightcrew member during a decompression event or a smoke/fire event in the cockpit. Under certain conditions, corrosion particles could increase the risk of fire in the cockpit.

(f) Compliance

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

(g) Inspection for Batch Numbers and Replacement

For airplanes identified in paragraph 1.A. of Airbus Service Bulletin A320-35-1069, dated April 26, 2013: Within 7,500 flight hours or 26 months after the effective date of this AD, whichever occurs first, inspect the crew oxygen pipe, having part number (P/N) D3511032000640, to determine the batch number of that pipe, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-35-1069, dated April 26, 2013. A review of airplane maintenance records is acceptable in lieu of this inspection if the batch number of the pipe can be conclusively determined from that review. If the batch number of the oxygen pipe is 19356252, 40008586, 40076689, 40187414,

40292749, 40405164, 40649383, 40724994, 40820410, or 40911832: Within 7,500 flight hours or 26 months after the effective date of this AD, whichever occurs first, replace the oxygen pipe with a serviceable part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-35-1069, dated April 26, 2013.

(h) Inspection for Part Number and Installation Date of Crew Oxygen Pipe

For airplanes not identified in paragraph 1.A. of Airbus Service Bulletin A320-35-1069, dated April 26, 2013: Within 7,500 flight hours or 26 months after the effective date of this AD, whichever occurs first, inspect the crew oxygen pipe to determine whether P/N D3511032000640 was installed after June 2011. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and installation date of the pipe can be conclusively determined from that review. If the pipe was installed after June 2011, or the date cannot be conclusively determined, before further flight, do the actions required in paragraph (g) of this AD.

(i) Parts Installation Prohibition

As of the effective date of this AD, do not install, on any airplane, a crew oxygen pipe P/N D3511032000640, that is identified as belonging to batch number 19356252, 40008586, 40076689, 40187414, 40292749, 40405164, 40649383, 40724994, 40820410, or 40911832.

(j) 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) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0278, dated November 26, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0585-0002>.

(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 this AD specifies otherwise.

(i) Airbus Service Bulletin A320-35-1069, dated April 26, 2013.

(ii) Reserved.

(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 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 June 3, 2015.

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



2015-12-10 Pratt & Whitney Division: Amendment 39-18185; Docket No. FAA-2015-0266;
Directorate Identifier 2015-NE-03-AD.

(a) Effective Date

This AD is effective July 6, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney Division (PW) PW6122A and PW6124A turbofan engines with high-pressure compressor (HPC) 7th stage integrally bladed (IB) rotor, part number (P/N) 5495637, installed.

(d) Unsafe Condition

This AD was prompted by reports of crack finds in the HPC 7th stage IB rotor. We are issuing this AD to prevent HPC 7th stage IB rotor fractures, which could lead to uncontained engine failure and damage to the airplane.

(e) Compliance

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

(1) Within 180 cycles after the effective date of this AD or within 6,500 cycles accumulated on the HPC 7th stage IB rotor, whichever occurs later, borescope inspect the HPC 7th stage IB rotor for cracks. Use Appendix 1, paragraphs 5 and 6 of PW Engineering Authorization 15MM008, Revision A, dated March 24, 2015, to do your inspection. Thereafter, repeat the inspection at every 1,000 cycles since last inspection.

(2) If any crack is detected on the HPC 7th stage IB rotor, then before further flight, replace the HPC 7th stage IB rotor with a part eligible for installation.

(f) Mandatory Terminating Action

(1) At the next shop visit after the effective date of this AD:

(i) Replace the affected HPC 7th stage IB rotor, P/N 5495637, with a new, zero-time, HPC 7th stage IB rotor, P/N 5495637, and

(ii) Remove the HPC 7th stage IB rotor silver-plated nuts, P/N 4301682, and replace with non-silver-plated nuts. Use the Accomplishment Instructions of PW Service Bulletin No. PW6ENG 72-46, dated March 5, 2015 to perform the removal and replacement.

(g) Definition

For the purposes 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. The separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance, is not an engine shop visit.

(h) 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. You may email your request to: ANE-AD-AMOC@faa.gov.

(i) Related Information

For more information about this AD, contact Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@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) Pratt & Whitney Division (PW) Engineering Authorization No. 15MM008, Revision A, dated March 24, 2015.

(ii) PW Service Bulletin No. PW6ENG 72-46, dated March 5, 2015.

(3) For PW service information identified in this AD, contact Pratt & Whitney, 400 Main St., East Hartford, CT 06108; phone: 860-565-8770; fax: 860-565-4503.

(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.

(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 9, 2015.

Ann C. Mollica,
Acting Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



CORRECTION: Federal Register Volume 80, Number 122 (Thursday, June 25, 2015); Pages 36471-36472.

2015-12-11 The Boeing Company: Amendment 39-18186; Docket No. FAA-2014-0426; Directorate Identifier 2013-NM-231-AD.

(a) Effective Date

This AD is effective July 23, 2015.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model 767-200, -300, -300F, and -400ER series airplanes, as identified in Boeing Service Bulletin 767-52A0100, Revision 3, dated January 19, 2015.

(2) Model 777-200, -200LR, -300, -300ER, and 777F series airplanes, as identified in Boeing Service Bulletin 777-52-0053, Revision 2, dated January 19, 2015.

(d) Subject

Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition

This AD was prompted by reports of uncommanded door closure of a large lower lobe cargo door. We are issuing this AD to detect and correct rotary actuators made with a material having poor actuator gear wear characteristics, which could result in failure of the rotary actuators for the forward or aft large lower lobe cargo doors and subsequent uncommanded door closure, which could possibly result in fatal injury to people on the ground.

(f) Compliance

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

(g) Inspection for Part Numbers, and Re-identification or Replacement, for Model 767 Airplanes

For Model 767-200, -300, -300F, and -400ER series airplanes: Within 30 months after the effective date of this AD, inspect each rotary actuator installed in the forward and aft large lower lobe cargo doors, as applicable, to determine the part number and serial number, and do all applicable

corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-52A0100, Revision 3, dated January 19, 2015; and Eaton Service Bulletin 692D100-52-4, Revision 3, dated August 14, 2014. Do the applicable corrective actions at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Service Bulletin 767-52A0100, Revision 3, dated January 19, 2015, except as required by paragraph (i) of this AD. A review of maintenance records for the part number and serial number is acceptable in lieu of the inspection if the part and serial numbers of the rotary actuator can be conclusively determined from that review.

(h) Inspection for Part Numbers, and Re-Identification or Replacement, for Model 777 Airplanes

For Model 777-200, -200LR, -300, -300ER, and 777F series airplanes: Within 72 months after the effective date of this AD, inspect each rotary actuator installed in the forward and aft large lower lobe cargo doors, as applicable, to determine the part number and serial number, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-52-0053, Revision 2, dated January 19, 2015; and Eaton Service Bulletin 692D100-52-4, Revision 3, dated August 14, 2014. Do the applicable corrective actions at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Service Bulletin 777-52-0053, Revision 2, dated January 19, 2015, except as required by paragraph (i) of this AD. A review of maintenance records for the part number and serial number is acceptable in lieu of the inspection if the part and serial numbers of the rotary actuator can be conclusively determined from that review.

(i) Exception to the Service Information

Where Boeing Service Bulletin 767-52A0100, Revision 3, dated January 19, 2015; and Boeing Service Bulletin 777-52-0053, Revision 2, dated January 19, 2015, specify a compliance time after the 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

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if the actions were performed before the effective date of this AD using Boeing Service Bulletin 767-52A0100, Revision 2, dated September 26, 2013; and Eaton Service Bulletin 692D100-52-4, Revision 2, dated August 1, 2013. This service information is not incorporated by reference in this AD.

(2) This paragraph provides credit for the actions required by paragraph (h) of this AD, if the actions were performed before the effective date of this AD using Boeing Service Bulletin 777-52-0053, Revision 1, dated September 26, 2013; and Eaton Service Bulletin 692D100-52-4, Revision 2, dated August 1, 2013. This service information is not incorporated by reference in this AD.

(k) Parts Installation Prohibition

As of the effective date of this AD, no rotary actuator having Boeing part number S135W132-3 (supplier part number 692D100-13) may be installed on any airplane.

(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.

(m) Related Information

(1) For more information about this AD, contact Susan Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6457; fax: 425-917-6590; email: susan.l.monroe@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the applicable addresses specified in paragraphs (n)(3), (n)(4), and (n)(5) 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 Service Bulletin 767-52A0100, Revision 3, dated January 19, 2015.

(ii) Boeing Service Bulletin 777-52-0053, Revision 2, dated January 19, 2015.

(iii) Eaton Service Bulletin 692D100-52-4, Revision 3, dated August 14, 2014.

(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) For Eaton service information identified in this AD, contact Eaton Corporation, Aerospace Operations, 3 Park Plaza, Suite 1200, Irvine, CA 92614; telephone 949-253-2100; fax 949-253-2111; Internet <http://www.eaton.com>.

(5) You may view this service information at FAA, 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.

(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 9, 2015.

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



2015-12-12 Fokker Services B.V.: Amendment 39-18187. Docket No. FAA-2014-0492; Directorate Identifier 2013-NM-134-AD.

(a) Effective Date

This AD becomes effective July 24, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F.28 Mark 0070 and 0100 airplanes, certificated in any category, all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 51, Standard Practices/Structures.

(e) Reason

This AD was prompted by a report of two cases of heavy (difficult to move) aileron control caused by aileron cables stuck in a clump of ice in the wheel bay. We are issuing this AD to prevent accumulated water near or on the aileron control cables, which could freeze and result in reduced control of the airplane.

(f) Compliance

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

(g) Modification

Within 36 months after the effective date of this AD, install water drain tubes on the center wing rear spar, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-51-021, dated April 23, 2013, including the attachments identified in paragraphs (g)(1) through (g)(5) of this AD.

- (1) Fokker Parts List Local SB10051021-XU-B, Revision A, Sequence 1, dated April 10, 2013.
- (2) Fokker Parts List Supply SB10051021-XU-B, Revision A, Sequence 1, dated April 10, 2013.
- (3) Fokker Parts List Local SB10051021-XU-A, Revision B, Sequence 1, dated April 10, 2013.
- (4) Fokker Parts List Supply SB10051021-XU-A, Revision B, Sequence 1, dated April 10, 2013.
- (5) Fokker Manual Change Notification MCNM F100-160, dated April 23, 2013.

(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) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Fokker Services B.V.'s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2013-0140, dated July 12, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0492-0002>.

(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) Fokker Service Bulletin SBF100-51-021, dated April 23, 2013, including the attachments identified in paragraphs (j)(2)(i)(A) through (j)(2)(i)(E) of this AD.

(A) Fokker Parts List Local SB10051021-XU-B, Revision A, Sequence 1, dated April 10, 2013.

(B) Fokker Parts List Supply SB10051021-XU-B, Revision A, Sequence 1, dated April 10, 2013.

(C) Fokker Parts List Local SB10051021-XU-A, Revision B, Sequence 1, dated April 10, 2013.

(D) Fokker Parts List Supply SB10051021-XU-A, Revision B, Sequence 1, dated April 10, 2013.

(E) Fokker Manual Change Notification MCNM F100-160, dated April 23, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone: +31 (0)88-6280-350; fax: +31 (0)88-6280-111; email: technicalservices@fokker.com; Internet <http://www.myfokkerfleet.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 June 10, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-13-01 ATR-GIE Avions de Transport Régional: Amendment 39-18188. Docket

No. FAA-2015-1986; Directorate Identifier 2012-NM-100-AD.

(a) Effective Date

This AD becomes effective July 13, 2015.

(b) Affected ADs

None.

(c) Applicability

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

(1) ATR-GIE Avions de Transport Régional Model ATR42-500 airplanes having manufacturer serial number (MSN) 671 through 815 inclusive, except MSN 811.

(2) ATR-GIE Avions de Transport Régional Model ATR72-212A airplanes having MSN 769 through 914 inclusive, except MSN 826, 905, 908, and 911.

(d) Subject

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

(e) Reason

This AD was prompted by reports of non-conformity of certain control rods, which could result in failure of the control rods. We are issuing this AD to detect and correct failure of an affected control rod, which, under certain circumstances, could result in reduced control of the airplane.

(f) Compliance

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

(g) Elevator Control Rod Inspection

For airplanes identified in ATR Service Bulletin ATR42-27-0105, Revision 01, dated August 30, 2011; or ATR72-27-1066, Revision 01, dated August 30, 2011; as applicable to airplane model: Within 6 months after the effective date of this AD, inspect all four elevator control rods having part number (P/N) S27381930-004 and P/N S27381831-006 for batch number identification, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-27-0105, Revision 01, dated August 30, 2011; or ATR Service Bulletin ATR72-27-1066, Revision 01, dated August 30, 2011, as applicable to airplane model. A review of airplane maintenance records is acceptable in lieu of this inspection, if the batch number can be conclusively determined from that

review. Replace any affected rod, including any rod with an unreadable batch number, at the applicable time specified in paragraph (g)(1) or (g)(2) of this AD, in accordance with ATR Service Bulletin ATR42-27-0105, Revision 01, dated August 30, 2011; or ATR72-27-1066, Revision 01, dated August 30, 2011; as applicable to airplane model.

(1) If only one rod is affected: Replace it within 10 days after the inspection.

(2) If two or more rods are affected: Replace all rods before further flight, except that replacement of one of the affected rods may be deferred for 10 days.

(h) Rudder Pedal Rod Inspection

For airplanes identified in ATR Service Bulletin ATR42-27-0104, Revision 01, dated August 30, 2011; or ATR Service Bulletin ATR72-27-1065, Revision 02, dated August 30, 2011; as applicable to airplane model: Inspect all four rudder pedal rods having P/N S272811640000 for batch number identification, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-27-0104, Revision 01, dated August 30, 2011; or ATR Service Bulletin ATR72-27-1065, Revision 02, dated August 30, 2011; as applicable to airplane model. For any affected rudder pedal rod, including any rod with an unreadable batch number, before further flight, check the rod diameter using a special tool, in accordance with ATR Service Bulletin ATR42-27-0104, Revision 01, dated August 30, 2011; or ATR Service Bulletin ATR72-27-1065, Revision 02, dated August 30, 2011; as applicable to airplane model.

(1) If, during the diameter check, the rod passes through the tool, replace the rod before further flight.

(2) If, during the diameter check, the rod does not pass through the tool, replace the rod within 5,000 flight hours after the diameter check.

(i) Rudder Tab Control Rod Inspection

For airplanes identified in paragraph (c) of this AD, except for airplanes having MSNs 671, 673, and 769 through 784 inclusive: Within 24 months after the effective date of this AD, inspect the rudder tab control rod P/N S27281929-002 for batch number identification, using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Avions de Transport Régional (ATR)'s EASA Design Organization Approval (DOA). If the rudder tab control rod belongs to batch number 2107267 or 2120855, or if the batch number is unreadable: Before further flight, replace the rod with a serviceable rod using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or ATR's EASA DOA.

Note 1 to paragraph (i) of this AD: ATR 42/72 Aircraft Maintenance Manual (AMM)/Job Instruction Cards (JIC) 27-20-00 DVI 1000 and AMM/JIC 27-21-42 RAI 10000 are additional sources of guidance for accomplishment of the rudder tab control rod inspection.

(j) Reporting Requirement

Submit a report of the rod inspection and check required by paragraphs (g) and (h) of this AD at the applicable compliance time specified in paragraph (j)(1) of this AD, in accordance with the instructions specified in paragraph (j)(2) of this AD.

(1) Submit the report at the applicable time specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD.

(i) If the inspection or check was done on or after the effective date of this AD: Submit the report within 30 days after the inspection or check.

(ii) If the inspection or check was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(2) Submit the report (including no findings) to ATR using the Accomplishment Report form provided in the service information identified in paragraph (j)(2)(i), (j)(2)(ii), (j)(2)(iii), or (j)(2)(iv) of this AD; as applicable to airplane model.

(i) ATR Service Bulletin ATR42-27-0104, Revision 01, dated August 30, 2011.

(ii) ATR Service Bulletin ATR42-27-0105, Revision 01, dated August 30, 2011.

(iii) ATR Service Bulletin ATR72-27-1065, Revision 02, dated August 30, 2011.

(iv) ATR Service Bulletin ATR72-27-1066, Revision 01, dated August 30, 2011.

(3) Send the report to ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email techdesk@atr.fr.

(k) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (k)(1) through (k)(5) of this AD. These documents are not incorporated by reference in this AD.

(1) ATR Service Bulletin ATR42-27-0104, dated December 17, 2010.

(2) ATR Service Bulletin ATR42-27-0105, dated February 17, 2011.

(3) ATR Service Bulletin ATR72-27-1065, dated April 15, 2010.

(4) ATR Service Bulletin ATR72-27-1065, Revision 01, dated December 17, 2010.

(5) ATR Service Bulletin ATR72-27-1066, dated February 17, 2011.

(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, 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) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0064, dated April 20, 2012, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1986.

(2) Service information identified in this AD that is not incorporated by reference is available 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 this AD specifies otherwise.

(i) ATR Service Bulletin ATR42-27-0104, Revision 01, dated August 30, 2011.

(ii) ATR Service Bulletin ATR42-27-0105, Revision 01, dated August 30, 2011.

(iii) ATR Service Bulletin ATR72-27-1065, Revision 02, dated August 30, 2011.

(iv) ATR Service Bulletin ATR72-27-1066, Revision 01, dated August 30, 2011.

(3) For service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr.fr; Internet <http://www.aerochain.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 June 17, 2015.

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



2015-13-02 Bombardier, Inc.: Amendment 39-18189. Docket No. FAA-2014-0524; Directorate Identifier 2014-NM-042-AD.

(a) Effective Date

This AD becomes effective July 31, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4424 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire protection.

(e) Reason

This AD was prompted by reports of corrosion in the low-rate discharge tubes of the fire protection system leading to the forward baggage compartment, and perforation of one or more tubes. We are issuing this AD to prevent perforation of the low-rate discharge tubes, which could result in insufficient fire extinguishing agent reaching the forward baggage compartment in the event of a fire, which could result in damage to the airplane and injury to the occupants.

(f) Compliance

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

(g) Repetitive Inspections

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD, perform an inspection (integrity check) for leakage of the fire protection tube assemblies of the forward baggage compartment, in accordance with paragraph 3.B., "Procedure," of Part A of the Accomplishment Instructions of Bombardier Service Bulletin 84-26-15, Revision A, dated January 15, 2014. If no leakage is found, repeat the inspection at intervals not to exceed 2,000 flight hours or 12 months, whichever occurs first. If any leakage is found, before further flight, do the terminating action required by paragraph (h) of this AD, except as provided by paragraph (i) of this AD.

(1) For airplanes that have accumulated 10,000 total flight hours or more, or have been in service for 60 months or more as of the effective date of this AD: Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first.

(2) For airplanes that have accumulated less than 10,000 total flight hours, and have been in service for less than 60 months, as of the effective date of this AD: Before the accumulation of 12,000 total flight hours or 72 months in service, whichever occurs first.

(h) Terminating Action for Repetitive Inspections

At the applicable time specified in paragraph (h)(1) or (h)(2) of this AD: Replace all existing aluminum tube assemblies of the forward baggage compartment with new, improved corrosion-resistant stainless steel tube assemblies, in accordance with paragraph 3.B., "Procedure," of Part B of the Accomplishment Instructions of Bombardier Service Bulletin 84-26-15, Revision A, dated January 15, 2014. Accomplishing this replacement terminates the repetitive inspections required by paragraph (g) of this AD.

(1) For airplanes that have accumulated 12,000 total flight hours or more, or have been in service for 72 months or more, as of the effective date of this AD: Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first.

(2) For airplanes that have accumulated less than 12,000 total flight hours, and have been in service for less than 72 months, as of the effective date of this AD: Before the accumulation of 18,000 total flight hours or 108 months in service, whichever occurs first.

(i) Alternatives to Replacement for Failed Integrity Check

(1) As an alternative to the immediate tube assembly replacement following any failed inspection (integrity check) required by paragraph (g) of this AD, the airplane may be returned to service for a maximum of 10 days, provided the conditions specified in paragraphs (i)(1)(i), (i)(1)(ii), and (i)(1)(iii) of this AD are met.

(i) The forward baggage compartment is empty. For ballast purposes, the use of bags (made of glass fiber or Kevlar) of sand or ingots of non-magnetic metals (such as lead) are acceptable.

(ii) The flight compartment and forward baggage compartment are placarded to indicate the forward baggage compartment is inoperative.

(iii) An appropriate entry in the aircraft maintenance log is made.

(2) As an alternative to the immediate tube assembly replacement following any failed inspection (integrity check) required by paragraph (g) of this AD, the airplane may be returned to service for a maximum of 10 days provided no additional leakage is found. Any tubes found with a leak are to be replaced before further flight, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-26-15, dated January 7, 2013.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, as applicable, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-26-15, dated June 7, 2013, which is not incorporated by reference in this AD. The electrical bonding resistance check of the high rate discharge bottle specified in Bombardier Service Bulletin 84-26-15, dated June 7, 2013, is not required.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the 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 516-794-553. 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) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, Engine and Propeller Directorate, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-06, dated January 21, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0524-0004>.

(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 this AD specifies otherwise.

(i) Bombardier Service Bulletin 84-26-15, Revision A, dated January 15, 2014.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd.qseries@aero.bombardier.com; Internet <http://www.bombardier.com>.

(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 June 17, 2015.

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