FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2020-08

3/30/2020 - 4/12/2020

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; R – Replaces, A – Affects			
Biweekly 2020-01			
2019-23-04		The Boeing Company	727, 727-100, 727C, 727-100C, 727-200, and 727-200F
2019-23-16		The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2019-24-12		De Havilland Aircraft of Canada Limited	DHC-8-401 and -402
2019-24-13		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-24-14		328 Support Services GmbH	328-100
2019-24-15		The Boeing Company	737-900ER
2019-24-16	R 2017-16-08	Embraer S.A	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2019-24-18		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F, 757-200, -200PF, -200CB, and -300, 767-200, -300, -300F, and -400ER
2019-25-13		Engine Alliance	GP7270 and GP7277
2019-25-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER
Biweekly 2020-02			
2019-22-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), Model CL-600-2E25 (Regional Jet Series 1000)
2019-23-14		The Boeing Company	37-100, -200, -200C, -300, -400, and -500
2019-24-01		Airbus SAS	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, -231, -212, -213, and -232, A330-201, -202, -203, -223, -223F, -243, and -243F, A340-211, -212, -213, -311, -312, -313, -541, and -642
2019-25-10		Fokker Services B.V	F28 Mark 0070 and 0100
2019-25-11		Viking Air Limited	CL-215-1A10, CL-215-6B11 (CL-215T Variant)
2019-25-12	R 2016-18-02	The Boeing Company	777-200 and -300ER
2019-25-14		The Boeing Company	777-300ER and 777F
2019-25-15		Fokker Services B.V	F28 Mark 0100
2019-25-16	R 2017-06-08	Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL
2019-25-18		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2019-25-19		Airbus SAS	A350-941
2020-01-11	R 2017-12-07	The Boeing Company	737-800, -900, and -900ER
2020-01-55	E	General Electric Company	GE90-110B1 and GE90-115B
Biweekly 2020-03			
2019-25-20		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G; C-130A, C-130B, C-130BL, C-130E, C-130H, C-130H-30, C-130J, C-130J-30, EC-130Q, HC-130H, KC-130H, NC-130B, NC-130, and WC-130H airplanes
2019-25-55		The Boeing Company	737-300, -400, and -700 series airplanes
2019-26-01		Airbus SAS	A350-941 and -1041 airplanes
2020-01-12	A 2017-16-12	Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-13	R 2018-19-26 A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 200 airplanes
2020-01-14		Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2020-01-17		Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-18	R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

Biweekly 2020-04

2019-26-10		Bombardier, Inc.	CL-600-2C10, -2D15, -2D25, -2E25 airplanes
2019-26-11		Airbus SAS	A319, A320, A321 airplanes
2020-01-10		Airbus SAS	A350-941 airplanes
2020-01-15		Airbus SAS	A300, A310 airplanes
2020-01-16	A 2014-25-52	Airbus SAS	A330, A340 airplanes
2020-01-55		General Electric Company	GE90-110B1 and GE90-115B model turbofan engines
2020-02-10		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-02-12	R 2017-15-04	The Boeing Company	787 series airplanes
2020-02-13	R 2019-03-14 A 2010-26-05	Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes
2020-02-14		Airbus SAS	A350-941 and -1041 airplanes
2020-02-15		Bombardier, Inc.	BD-700-1A10, BD-700-1A11 airplanes
2020-02-16		The Boeing Company	737-200, -200C, -300, -400, and -500 series airplanes
2020-02-18		Gulfstream Aerospace Corporation	GVI, GVII-G500, and GVII-G600 airplanes
2020-02-19	R 2003-09-04 R1	Bombardier, Inc.	CL-600-2B19 airplanes
2020-02-20	R 2014-24-07	Airbus SAS	A318, A319, A320, A321 airplanes
2020-02-21	R 2014-03-12 R 2018-19-25 A 2010-26-05	Dassault Aviation	FALCON 2000 airplanes
2020-02-22		Airbus SAS	A300, A310 airplanes
2020-03-11		The Boeing Company	707-100 long body, -200, -100B long body, -100B short body, -300, -300B, -300C, and -400 series; and 720 and 720B series airplanes
2020-03-12		Airbus SAS	A350-941 and -1041 airplanes

Biweekly 2020-05

2020-01-18	COR R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-02-19	COR R 2003-09-04 R1	Bombardier, Inc.	CL-600-2B19 (Regional Jet series 100 & 440) airplanes
2020-03-10		The Boeing Company	737 series, except for 737-100, -200, -200C, -300, -400, and -500 series airplanes
2020-03-14		Airbus SAS	A350-941 and -1041 airplanes
2020-03-15		Airbus SAS	A321-211, -212, -213, -231, and -232 airplanes
2020-03-17	R 2015-24-04	Bombardier, Inc.	CL-600-2B19, -2C10, -2D15, -2D25, -2E25 airplanes
2020-03-18	R 2017-19-08	Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes
2020-03-19	A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2020-03-20		The Boeing Company	MD-11, MD-11F, 717-200, 737-8, 737-9, 737-600, -700, -700C, -800, -900, and -900ER; 747-400 and 747-400F; 757-200, -200PF, -200CB, and -300; 767-200, -300, -300F, -400ER, and -2C; 777-200, -200LR, -300, and -300ER; 777F series airplanes
2020-03-21		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2020-03-22		The Boeing Company	787-8 airplanes
2020-03-23		Bombardier, Inc.	CL-600-2B19
2020-03-24	A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2020-04-01		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan engines

Biweekly 2020-06

2020-04-10	A 2011-03-10	Airbus SAS	A330 airplanes
2020-04-11		The Boeing Company	747-400 series airplanes
2020-04-12	R 2012-22-05 R 2018-19-03	Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2020-04-18		Airbus SAS	A330-941 airplanes

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2020-05-01		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3 model turbofan engines
2020-05-10		Dassault Aviation	FALCON 7X airplanes
2020-05-12		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600 airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-06-01	R 2018-25-09 R 2019-12-01	CFM International, S.A.	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan engines
Biweekly 2020-07			
2020-04-19	R 2017-15-01	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-15		Airbus SAS	A319-131, -132, -133; A320-231, -232, -233; and A321-131, -231, -232 airplanes
2020-05-16		Airbus SAS	A319-115; A320-214, -216, -232, -251N, -271N; and A321-211, -231, -251N, -251NX, -253N, -271N, -271NX, -272N airplanes
2020-05-17		Airbus SAS	A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N, and A320-271N airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-05-19		Airbus SAS	A319-112, -115, -132; and A320-214, -216, -232 -233 airplanes
2020-05-21		Yaborã Indústria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-05-22		Yaborã Indústria Aeronáutica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; and ERJ 170-200 LR, -200 SU, -200 STD, -200 LL airplanes
2020-05-24	R 2010-26-01	The Boeing Company	777-200 series airplanes
2020-05-28	R 2019-11-08	International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2020-06-02		International Aero Engines LLC	PW1122G-JM, PW1124G1-JM, PW1124G-JM, PW1127GA-JM, PW1127G1-JM, PW1127G-JM, PW1133G-JM, PW1133GA-JM, PW1130G-JM, and PW1129G-JM turbofan engines
2020-06-14		The Boeing Company	787-8, 787-9, and 787-10 airplanes
2020-07-51	E	International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines
Biweekly 2020-08			
2020-04-15		The Boeing Company	757-200, -200PF, -200CB, and -300 series; 767-200, -300, and -300F series airplanes
2020-04-16		Yaborã Ind[uacute]stria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-04-17		Airbus SAS Model	A350-941 and -1041 airplanes
2020-04-20		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-04-22	R 2018-19-27 R 2014-16-12 A 2010-26-05	Dassault Aviation	FALCON 2000EX airplanes
2020-05-25		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-05-26		The Boeing Company	787-8 airplanes

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Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-05-27		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2020-06-10		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2020-06-15		Fokker Services B.V.	F28 Mark 0100 airplanes
2020-06-16	R 2017-03-02	Rolls-Royce Deutschland Ltd. & Co. KG	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2020-06-17	R 2011-09-06	Airbus SAS	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A330-941; A340-211, -212, and -213; A340-311, -312, and -313; A340-541 and -642 airplanes
2020-06-18		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes
2020-07-02		Pratt & Whitney	PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 turbofan engines
2020-07-10		Airbus SAS	A320-271N; A321-271N, -271NX, and -272N airplanes
2020-08-01		General Electric Company	CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1 turbofan engines

2020-04-15 The Boeing Company: Amendment 39-19852 ; Docket No. FAA-2019-0605; Product Identifier 2019-NM-093-AD.

(a) Effective Date

This AD is effective May 8, 2020.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model 757-200, -200PF, -200CB, and -300 series airplanes.

(2) Model 767-200, -300, and -300F series airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 21, Air conditioning.

(e) Unsafe Condition

This AD was prompted by reports of excessively high flight deck or cabin temperatures. The FAA is issuing this AD to address this condition, which may inhibit safe operation of the airplane by the flightcrew and contribute to loss of continued safe flight and landing, or may cause physiological distress to passengers and cabin crew.

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revisions

Within 60 days after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (2) of this AD.

(1) Revise the “Certificate Limitations” chapter of the existing AFM to include the information specified in figure 1 to paragraph (g)(1), figure 2 to paragraph (g)(1), or figure 3 to paragraph (g)(1) of this AD, as applicable. This may be accomplished by inserting a copy of this AD into the existing AFM. When information identical to that in figure 1 to paragraph (g)(1), figure 2 to paragraph (g)(1), or figure 3 to paragraph (g)(1) of this AD has been included in the “Certificate Limitations” chapter of the general revisions of the existing AFM, the general revisions may be inserted into the existing AFM, and the copy of this AD may be removed from the existing AFM.

Figure 1 to paragraph (g)(1) – *Model 757 Freighter Airplanes Certificate Limitation*

Required by AD 2020-04-15
In the event of excessively hot flight deck temperature, the flight crew must comply with the Cabin Temperature Hot Procedures in the Operating Procedures chapter of this manual.

Figure 2 to paragraph (g)(1) – *Model 767 Freighter Airplanes Certificate Limitation*

Required by AD 2020-04-15
In the event of excessively hot flight deck or main deck cargo compartment temperature, the flight crew must comply with the Cabin Temperature Hot Procedures in the Operating Procedures chapter of this manual.

Figure 3 to paragraph (g)(1) – *Model 757 and 767 Passenger Airplanes Certificate Limitation*

Required by AD 2020-04-15
In the event of excessively hot flight deck or passenger cabin temperature, the flight crew must comply with the Cabin Temperature Hot Procedures in the Operating Procedures chapter of this manual.

(2) Revise the “Operating Procedures” chapter of the existing AFM to include the information specified in figure 4 to paragraph (g)(2), figure 5 to paragraph (g)(2), figure 6 to paragraph (g)(2), or figure 7 to paragraph (g)(2) of this AD, as applicable. This may be accomplished by inserting a copy of this AD into the existing AFM. When information identical to that in figure 4 to paragraph (g)(2), figure 5 to paragraph (g)(2), figure 6 to paragraph (g)(2), or figure 7 to paragraph (g)(2) of this AD has been included in the “Operating Procedures” chapter of the general revisions of the existing AFM, the general revisions may be inserted into the existing AFM, and the copy of this AD may be removed from the existing AFM.

Figure 4 to paragraph (g)(2) – *Model 757 Freighter Operating Procedures*

Required by AD 2020-04-15

AFM Cabin Temperature Hot Procedures

757 Freighter

If flight deck temperature is excessively hot and could cause incapacitation:

Trim Air Switch ..... OFF

If outlet air stays excessively hot after one minute:
- Trim Air Switch ..... ON
- Pack Control Selectors (Both) ..... STBY-N

If outlet air stays excessively hot after one minute:
- Left Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute:
- Left Pack Control Selector ..... AUTO
- Right Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.
- Reduce heat sources:
  - Utility Bus Switches (Both) ..... OFF
  - Shoulder Heaters and Foot Heaters (All) ..... OFF

When at level off, maintain 290 knots or greater.
- If level off above 10,000 ft.:
  - Oxygen Masks and Regulators ..... ON
  - Crew Communications ..... ESTABLISH

Left Pack Control Selector ..... OFF

Manually depressurize and open outflow valve.

Figure 5 to paragraph (g)(2) – *Model 757 Passenger Operating Procedures*

Required by AD 2020-04-15

AFM Cabin Temperature Hot Procedures

757 Passenger

If flight deck or passenger cabin temperature is excessively hot and could cause incapacitation:

Trim Air Switch ..... OFF

If outlet air stays excessively hot after one minute:
- Trim Air Switch ..... ON
- Pack Control Selectors (Both) ..... STBY-N

If outlet air stays excessively hot after one minute:
- Left Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute:
- Left Pack Control Selector ..... AUTO
- Right Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.
- Reduce heat sources:
  - Utility Bus Switches (Both) ..... OFF
  - Shoulder Heaters and Foot Heaters (All) ..... OFF

When at level off, maintain 290 knots or greater.
- If level off above 10,000 ft.:
  - Oxygen Masks and Regulators ..... ON
  - Crew Communications ..... ESTABLISH

Left Pack Control Selector ..... OFF

Manually depressurize and open outflow valve.

Figure 6 to paragraph (g)(2) – *Model 767 Freighter Operating Procedures*

Required by AD 2020-04-15

AFM Cabin Temperature Hot Procedures

767 Freighter

If flight deck or main deck cargo compartment temperature is excessively hot and could cause incapacitation:

Trim Air Switch ..... OFF

If outlet air stays excessively hot after one minute:
- Trim Air Switch ..... ON
- Pack Control Selectors (Both) ..... STBY-N

If outlet air stays excessively hot after one minute:
- Left Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute:
- Left Pack Control Selector ..... AUTO
- Right Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.
- Reduce heat sources:
  - Utility Bus Switches (Both) ..... OFF
  - Shoulder Heaters and Foot Heaters (All) ..... OFF

When at level off, maintain 290 knots or less.
- If level off above 10,000 ft.:
  - Oxygen Masks and Regulators ..... ON
  - Crew Communications ..... ESTABLISH

Left Pack Control Selector ..... OFF

Manually depressurize and open outflow valve.

Figure 7 to paragraph (g)(2) – *Model 767 Passenger Operating Procedures*

Required by AD 2020-04-15

AFM Cabin Temperature Hot Procedures

767 Passenger

If flight deck or passenger cabin temperature is excessively hot and could cause incapacitation:

Trim Air Switch ..... OFF

If outlet air stays excessively hot after one minute:
Trim Air Switch ..... ON
Pack Control Selectors (Both) ..... STBY-N

If outlet air stays excessively hot after one minute:
Left Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute:
Left Pack Control Selector ..... AUTO
Right Pack Control Selector ..... OFF

If outlet air stays excessively hot after one minute, descend to 10,000 ft. or minimum safe altitude, whichever is higher.
Reduce heat sources:
Shoulder Heaters and Foot Heaters (All) ..... OFF
Select galley equipment, IFE and main cabin door heaters off.

When at level off, maintain 290 knots or less.
If level off above 10,000 ft.:
Oxygen Masks and Regulators ..... ON
Crew Communications ..... ESTABLISH

Left Pack Control Selector ..... OFF

Manually depressurize and open outflow valve.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, 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 certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(i) Related Information

For more information about this AD, contact Susan L. Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3570; email: susan.l.monroe@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on March 24, 2020.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-06923 Filed 4-2-20; 8:45 am]

2020-04-16 Yaborã Ind[uacute]stria Aeronáutica S.A. (Type Certificate Previously Held by Embraer S.A.): Amendment 39-19853; Docket No. FAA-2019-0701; Product Identifier 2019-NM-107-AD.

(a) Effective Date

This AD is effective May 7, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Yaborã Ind[uacute]stria Aeronáutica S.A. (Type Certificate Previously Held by Embraer S.A.) Model ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes, certificated in any category, as identified in Agência Nacional de Aviação Civil (ANAC) Brazilian AD 2019-06-01, effective June 17, 2019 ("Brazilian AD 2019-06-01").

(d) Subject

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

(e) Reason

This AD was prompted by reports of structural cracks in the wing lower skin stringers on both half wings. The FAA is issuing this AD to address such cracking, which could result in fuel leakage and reduced structural integrity of the wing.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Brazilian AD 2019-06-01.

(h) Optional Terminating Action

Accomplishing the installation of doublers reinforcement on the wing forward and rear lower skin panel, in accordance with the Accomplishment Instructions of Embraer Service Bulletin SB190-57-0056, dated December 5, 2019, terminates the repetitive inspections required by this AD, as specified in Brazilian AD 2019-06-01.

(i) Exceptions to Brazilian AD 2019-06-01

For purposes of determining compliance with the requirements of this AD:

(1) Where Brazilian AD 2019-06-01 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Alternative method of compliance (AMOC)” section of Brazilian AD 2019-06-01 does not apply to this AD.

(3) Where paragraph (a)(1) of Brazilian AD 2019-06-01 specifies an initial inspection time, this AD requires an initial inspection at the applicable time specified in paragraph (i)(3)(i) or (ii) of this AD, whichever occurs later.

(i) Before the accumulation of 17,000 total flight cycles or 27,000 total flight hours, whichever occurs first.

(ii) Within 680 flight cycles or 900 flight hours after the effective date of this AD, whichever occurs first.

(4) Where paragraph (a)(1)(ii) of Brazilian AD 2019-06-01 specifies to do a special detailed inspection (SDI) in case of any “signal” of cracks, this AD requires doing an SDI before further flight after the detection of any “sign” of structural cracks in the inspected area.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (k) of this AD. 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(k) Related Information

For more information about this AD, contact Krista Greer, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3221; email krista.greer@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Agência Nacional de Aviação Civil National Civil Aviation Agency (ANAC) Brazilian AD 2019-06-01, effective June 17, 2019.

(ii) Embraer Service Bulletin SB190-57-0056, dated December 5, 2019.

(3) For information about Brazilian AD 2019-06-01, contact National Civil Aviation Agency, Aeronautical Products Certification Branch (GGCP), Rua Laurent Martins, n° 209, Jardim Esplanada, CEP 12242-431–São José dos Campos–SP, Brazil; telephone 55 (12) 3203-6600; email pac@anac.gov.br; internet www.anac.gov.br/en/. You may find this IBR material on the ANAC website at https://sistemas.anac.gov.br/certificacao/DA/DAE.asp. For information about Embraer service information, contact Embraer S.A., Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–12227-901 São Jose dos Campos–SP–Brazil; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; email distrib@embraer.com.br; internet http://www.flyembraer.com.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0701.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 25, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-06793 Filed 4-1-20; 8:45 am]

2020-04-17 Airbus SAS: Amendment 39-19854; Docket No. FAA-2019-0865; Product Identifier 2019-NM-158-AD.

(a) Effective Date

This AD is effective May 4, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A350-941 and -1041 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of passenger door girt bar fitting assembly safety hooks being stuck in the upward position. The FAA is issuing this AD to address this condition, which could lead to girt bar disengagement from the girt bar fitting assembly and consequent failure of the passenger door slide deployment during an emergency, possibly preventing safe evacuation of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0207, dated August 22, 2019 ("EASA AD 2019-0207").

(h) Exceptions to EASA AD 2019-0207

(1) Where EASA AD 2019-0207 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2019-0207 does not apply to this AD.

(3) Paragraph (4) of EASA AD 2019-0207 specifies to report inspection results to Airbus within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 90 days after the conclusion of the maintenance visit or check where the inspection was completed.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 90 days after the effective date of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (j) of this AD. 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0207 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(4) Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory as required by this AD. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218; email kathleen.arrigotti@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0207, dated August 22, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0207, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0865.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 25, 2020.

Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division,
Aircraft Certification Service.

2020-04-20 De Havilland Aircraft of Canada Limited (Type Certificate previously held by Bombardier, Inc.): Amendment 39-19857; Docket No. FAA-2019-0726; Product Identifier 2019-NM-102-AD.

(a) Effective Date

This AD is effective May 4, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to De Havilland Aircraft of Canada Limited Model DHC-8-400, -401, and -402 airplanes, certificated in any category, manufacturer serial numbers 4001, 4003, and subsequent.

(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel.

(e) Reason

This AD was prompted by reports of wear on fuel couplings, bonding springs, and sleeves as well as fuel tube end ferrules and fuel component end ferrules. The FAA is issuing this AD to address such wear, which could reduce the integrity of the electrical bonding paths through the fuel line and components, and ultimately lead to fuel tank ignition in the event of a lightning strike.

(f) Compliance

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

(g) Initial Inspection Compliance Times

For airplanes having serial numbers 4001 and 4003 through 4575 inclusive that, as of the effective date of this AD, have not done the actions specified in Bombardier Service Bulletin 84-28-21: At the applicable times specified in paragraph (g)(1) or (2) of this AD, do the actions specified in paragraphs (h)(1) and (2) of this AD.

(1) For all airplanes except those identified in paragraph (g)(2) of this AD: Within 6,000 flight hours or 36 months, whichever occurs first after the effective date of this AD.

(2) For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or after the effective date of this AD: Within 6,000 flight hours or 36 months, whichever occurs first after the date of issuance of the original airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

(h) Repetitive Inspections and Corrective Actions

For airplanes having serial numbers 4001 and 4003 through 4575 inclusive that, as of the effective date of this AD, have not done the actions specified in Bombardier Service Bulletin 84-28-21: At the applicable times specified in paragraph (g)(1) or (2) of this AD, do the actions specified in paragraphs (h)(1) and (2) of this AD. Repeat the actions thereafter at intervals not to exceed 6,000 flight hours or 36 months, whichever occurs first.

(1) Do a detailed inspection of the clamshell coupling bonding wires, fuel couplings, and associated sleeves for discrepancies that meet specified criteria, as identified in, and in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-20, Revision D, dated November 23, 2018. If any conditions are found meeting the criteria specified in Bombardier Service Bulletin 84-28-20, Revision D, dated November 23, 2018, before further flight, replace affected parts with new couplings and sleeves of the same part number, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-20, Revision D, dated November 23, 2018.

(2) Do a detailed inspection of the fuel tube end ferrules, fuel component end ferrules, and ferrule O-ring flanges for damage and wear, and rework (repair, replace, or blend, as applicable) the parts, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-20, Revision D, dated November 23, 2018.

(i) Optional Terminating Action for Repetitive Inspections

For airplanes having serial numbers 4001 and 4003 through 4575 inclusive: Doing a detailed inspection of the fuel tube end ferrules, fuel component end ferrules, and ferrule O-ring flanges for damage and wear, and reworking (repair, replace, or blend, as applicable) the parts; and doing a retrofit (structural rework) of the fuel couplings, isolators, and structural provisions, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-21, Revision C, dated July 13, 2018, terminates the inspections specified in paragraphs (h)(1) and (2) of this AD.

(j) Electrical Bonding Checks/Detailed Inspection

For airplanes having serial numbers 4001, 4003 through 4489 inclusive, and 4491 through 4575 inclusive that, as of the effective date of this AD, have done the actions specified in Bombardier Service Bulletin 84-28-21, Revision A, dated September 29, 2017; and airplanes having serial numbers 4576 through 4581 inclusive: Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first, do the actions specified in paragraph (j)(1) or (2) of this AD.

(1) Accomplish electrical bonding checks of all threaded couplings on the inboard vent lines in the left and right wings, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-26, Revision A, dated November 29, 2018.

(2) Do a detailed inspection of the fuel tube end ferrules, fuel component end ferrules, and ferrule O-ring flanges for damage and wear, and rework (repair, replace, or blend, as applicable) the parts; and a retrofit (structural rework) of the fuel couplings, isolators, and structural provisions in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-21, Revision C, dated July 13, 2018.

(k) Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Q400 Dash 8 (Bombardier) Temporary Revision ALI-0192, dated April 24, 2018; and Q400 Dash 8 (Bombardier) Temporary

Revision ALI-0193, dated April 24, 2018. Except as specified in paragraph (l) of this AD, the initial compliance time for doing the tasks in Q400 Dash 8 (Bombardier) Temporary Revision ALI-0192, dated April 24, 2018, is at the time specified in Q400 Dash 8 (Bombardier) Temporary Revision ALI-0192, dated April 24, 2018, or within 30 days after the effective date of this AD, whichever occurs later.

(l) Initial Compliance Time for Task 284000-419

The initial compliance time for task 284000-419 is at the time specified in paragraph (l)(1) or (2) of this AD, as applicable, or within 30 days after the effective date of this AD, whichever occurs later.

(1) For airplanes having serial numbers 4001 and 4003 through 4575, inclusive: Within 18,000 flight hours or 108 months, whichever occurs first, after the earliest date of embodiment of Bombardier Service Bulletin 84-28-21 on the airplane.

(2) For airplanes having serial numbers 4576 and subsequent: Within 18,000 flight hours or 108 months, whichever occurs first, from the date of issuance of the original airworthiness certificate or original export certificate of airworthiness.

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

After the existing maintenance or inspection program has been revised as required by paragraph (k) of this AD, no alternative actions (e.g., inspections), intervals, or CDCCLs may be used unless the actions, intervals, and CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (p)(1) of this AD.

(n) No Reporting Requirement

Although Bombardier Service Bulletin 84-28-20, Revision D, dated November 23, 2018, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(o) Credit for Previous Actions

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

(i) Bombardier Service Bulletin 84-28-20, Revision A, dated December 14, 2016.

(ii) Bombardier Service Bulletin 84-28-20, Revision B, dated February 13, 2017.

(iii) Bombardier Service Bulletin 84-28-20, Revision C, dated April 28, 2017.

(2) For the airplane having serial number 4164, this paragraph provides credit for the initial inspections required by paragraphs (h)(1) and (2) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-28-20, dated September 30, 2016.

(3) This paragraph provides credit for the actions specified in paragraph (i) of this AD if those actions were performed before the effective date of this AD using the service information specified in paragraph (o)(3)(i), (ii), or (iii) of this AD.

(i) Bombardier Service Bulletin 84-28-21, dated August 31, 2017.

(ii) Bombardier Service Bulletin 84-28-21, Revision A, dated September 29, 2017.

(iii) Bombardier Service Bulletin 84-28-21, Revision B, dated June 8, 2018.

(4) This paragraph provides credit for the actions required by paragraph (j)(1) of this AD if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-28-26, dated August 14, 2018.

(5) This paragraph provides credit for the actions required by paragraph (j)(2) of this AD if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-28-21, Revision B, dated June 8, 2018.

(6) For airplanes having serial numbers 4001, 4003 through 4489 inclusive, and 4491 through 4575 inclusive, and that are post Bombardier Service Bulletin 84-28-21, Revision A, dated September 29, 2017: This paragraph provides credit for the actions required by paragraph (j) of this AD if those actions were performed prior to the effective date of this AD using the service information specified in paragraph (o)(6)(i) or (ii) of this AD.

(i) Bombardier Modification Summary Package (ModSum) IS4Q2800032, dated February 1, 2018.

(ii) Any airworthiness limitation change request (ACR) specified in figure 1 to paragraph (o)(6)(ii) of this AD.

Figure 1 to paragraph (o)(6)(ii) – *ACRs*

ACR Number	Dated
400-072	January 24, 2018
400-073	January 23, 2018
400-074	January 24, 2018
400-077	February 27, 2018
400-078	March 21, 2018
400-079	April 18, 2018
400-080	April 30, 2018
400-081	May 4, 2018
400-082	May 4, 2018
400-083	June 4, 2018
400-084	May 18, 2018

(p) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, 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 certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or

lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or De Havilland Aircraft of Canada Limited's TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2017-04R2, dated September 25, 2018, for related information. This MCAI may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0726.

(2) For more information about this AD, contact Joseph Catanzaro, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7366; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

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

(r) 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 84-28-20, Revision D, dated November 23, 2018.

(ii) Bombardier Service Bulletin 84-28-21, Revision C, dated July 13, 2018.

(iii) Bombardier Service Bulletin 84-28-26, Revision A, dated November 29, 2018.

(iv) Bombardier Q400 Dash 8 (Bombardier) Temporary Revision ALI-0192, dated April 24, 2018.

(v) Q400 Dash 8 (Bombardier) Temporary Revision ALI-0193, dated April 24, 2018.

(3) For service information identified in this AD, contact De Havilland Aircraft of Canada Limited, Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd@dehavilland.com; internet https://dehavilland.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 1, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.

2020-04-22 Dassault Aviation: Amendment 39-19858; Docket No. FAA-2019-0870; Product Identifier 2019-NM-125-AD.

(a) Effective Date

This AD is effective May 4, 2020.

(b) Affected ADs

(1) This AD replaces AD 2018-19-27, Amendment 39-19428 (83 FR 50479, October 9, 2018) ("AD 2018-19-27"); and AD 2014-16-12, Amendment 39-17936 (79 FR 52187, September 3, 2014) ("AD 2014-16-12").

(2) This AD affects AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010) ("AD 2010-26-05").

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 2000EX airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before January 15, 2019.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time limits/maintenance checks.

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Revision of Maintenance or Inspection Program, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2018-19-27, with no changes. Within 90 days after November 13, 2018 (the effective date of AD 2018-19-27), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, of the Dassault Falcon 2000EX Maintenance Manual. The initial compliance times for doing the tasks are at the time specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, of the Dassault Falcon 2000EX Maintenance Manual, or within 90 days after November 13, 2018, whichever occurs later; except for task number 52-20-00-610-801-01, the initial compliance

time is within 24 months after October 8, 2014 (the effective date of AD 2014-16-12). The term "LDG" in the "First Inspection" column of any table in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, means total airplane landings. The term "FH" in the "First Inspection" column of any table in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, means total flight hours. The term "FC" in the "First Inspection" column of any table in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, means total flight cycles.

(h) Retained Provision: No Alternative Actions or Intervals, With a New Exception

This paragraph restates the requirements of paragraph (h) of AD 2018-19-27, with a new exception. Except as required by paragraph (i) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (l)(1) of this AD.

(i) New Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 12, dated November 2018, of the Dassault Falcon 2000EX Maintenance Manual. The initial compliance times for doing the tasks are at the time specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 12, dated November 2018, of the Dassault Falcon 2000EX Maintenance Manual, or within 90 days after the effective date of this AD, whichever occurs later; except for task number 52-20-00-610-801-01, the initial compliance time is within 24 months after October 8, 2014 (the effective date of AD 2014-16-12). The term "LDG" in the "First Inspection" column of any table in the service information specified in this paragraph means total airplane landings. The term "FH" in the "First Inspection" column of any table in the service information specified in this paragraph means total flight hours. The term "FC" in the "First Inspection" column of any table in the service information specified in this paragraph means total flight cycles. Doing the revision required by this paragraph terminates the actions required by paragraph (g) of this AD.

(j) New Provision: No Alternative Actions or Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an AMOC in accordance with the procedures specified in paragraph (l)(1) of this AD.

(k) Terminating Action for Certain Actions in AD 2010-26-05

Accomplishing the actions required by paragraph (g) or (i) of this AD terminates the requirements of paragraph (g)(1) of AD 2010-26-05, for Dassault Aviation Model FALCON 2000EX airplanes.

(l) Other FAA AD Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. 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.

(ii) AMOCs approved previously for AD 2018-19-27 are not approved as AMOCs for this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2019-0154, dated July 3, 2019 (“EASA AD 2019-0154”), for related information. This MCAI may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0870.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3226.

(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.

(3) The following service information was approved for IBR on May 4, 2020.

(i) Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 12, dated November 2018, of the Dassault Falcon 2000EX Maintenance Manual.

(ii) [Reserved]

(4) The following service information was approved for IBR on November 13, 2018 (83 FR 50479, October 9, 2018).

(i) Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, of the Dassault Falcon 2000EX Maintenance Manual.

(ii) [Reserved]

(5) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; phone: 201-440-6700; internet: https://www.dassaultfalcon.com.

(6) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 1, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-06469 Filed 3-27-20; 8:45 am]

2020-05-25 The Boeing Company: Amendment 39-19875; Docket No. FAA-2019-0438; Product Identifier 2019-NM-033-AD.

(a) Effective Date

This AD is effective May 4, 2020.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that during a maintenance check an operator discovered cracking of the aft cargo compartment frames in the station 1460 frame web and inner chord between certain stringers. The FAA is issuing this AD to address cracking at the frame web and inner chord; such cracks could propagate until they cause a severed frame, which could result in additional undetected cracking in adjacent fuselage frames, and could ultimately result in reduced structural integrity of the aft cargo frames and consequent rapid decompression of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Except as specified by paragraphs (g)(2) and (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019.

(2) For airplanes that have been converted from a passenger to freighter configuration using VT Mobile Aerospace Engineering Inc. (VT MAE Inc.) STC ST03562AT: Except as specified by paragraph (h) of this AD, at the times specified for Groups 3 and 5 airplanes, as applicable, in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019, do all applicable actions for Groups 2, 7, and 10 airplanes as identified in, and in accordance with the Accomplishment Instructions of Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 757-53A0113, dated February 22, 2019, which is referred to in Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019.

(h) Exceptions To Service Information Specifications

(1) Where Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019, uses the phrase "the original issue date of Requirements Bulletin 757-53A0113 RB," this AD requires using "the effective date of this AD," except where Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019, uses the phrase "the original issue date of Requirements Bulletin 757-53A0113 RB" in a note or flag note.

(2) Where Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019, specifies contacting Boeing for repair instructions or for alternative inspections: This AD requires doing the repair, or doing the alternative inspections and applicable on-condition actions before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, 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 certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(j) Related Information

(1) For more information about this AD, contact Peter Jarzomb, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5234; fax: 562-627-5210; email: peter.jarzomb@faa.gov.

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Requirements Bulletin 757-53A0113 RB, dated February 22, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 10, 2020.

Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division,
Aircraft Certification Service.

2020-05-26 The Boeing Company: Amendment 39-19876; Docket No. FAA-2019-0719; Product Identifier 2019-NM-137-AD.

(a) Effective Date

This AD is effective May 4, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787-8 airplanes, certificated in any category, line numbers 6, 11, 17, 19, 20, 21, 23, 25 through 30 inclusive, and 32 through 38 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 54, Nacelles/Pylons.

(e) Unsafe Condition

This AD was prompted by a report of failure of a wing strut leak test due to a missing bolt on the firewall. The FAA is issuing this AD to address a hole in the firewall, which could allow flammable fluid to leak from the strut compartment to the engine compartment when the drainage provision is overwhelmed. Flammable fluid leakage into the engine compartment could result in an uncontrollable engine fire and consequent structural failure of the wing.

(f) Compliance

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

(g) Leak Test and Corrective Action

Within 12 months after the effective date of this AD: Do a one-time leak (functional) test of the strut upper spar areas for the left and right wing struts, by doing the actions specified in paragraphs (g)(1) through (5) of this AD. A review of airplane maintenance records is acceptable in lieu of this test if it can be conclusively determined from that review that the leak test was previously accomplished and successfully completed.

(1) Put a plug in the strut forward drain outlet (this drain outlet is labeled as “pylon strut”). Put an empty container below the strut forward drain outlet to collect water drained through this outlet.

(2) Apply 381 to 387 fluid ounces (11.3 to 11.4 liters) of water in 2.5 to 3.5 minutes, to the systems tubing shroud (area between the forward and mid-vapor barriers).

(3) Make sure that no leakage occurred after doing the action specified in paragraph (g)(2) of this AD.

(4) Remove the plug from the strut forward drain outlet and make sure that the water is drained through the strut forward drain outlet only.

(5) After 3 minutes from accomplishing the action specified in paragraph (g)(4) of this AD, measure the water collected in the container, and do the applicable actions specified in paragraphs (g)(5)(i) through (iii) of this AD.

(i) If leaks were found, do corrective action before further flight using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

(ii) If no leaks were found and less than 354 fluid ounces (10.5 liters) of water is collected in the container, do corrective action before further flight using a method approved in accordance with the procedures specified in paragraph (h) of this AD.

(iii) Before further flight after accomplishing any corrective action required by paragraph (g)(5)(i) or (ii) of this AD, repeat the actions specified in paragraphs (g)(1) through (5) of this AD until successful completion of the test (i.e., no leaks are found and 354 fluid ounces (10.5 liters) of water or more is measured in the container).

Note 1 to paragraph (g): Additional guidance for performing the leak (functional) test can be found in Boeing 787 Aircraft Maintenance Manual (AMM), 54-65-01, Strut Spar–Upper–Functional Test.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, 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 certification office, send it to the attention of the person identified in paragraph (i)(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, modification, or alteration required by this AD if it is approved by The Boeing Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(i) Related Information

(1) For more information about this AD, contact Tak Kobayashi, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3553; email: takahisa.kobayashi@faa.gov.

(2) For service information identified in this AD that is not incorporated by reference, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet https://www.myboeingfleet.com. For information on the availability of this material at the FAA, call 206-231-3195.

(j) Material Incorporated by Reference

None.

Issued on March 10, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.

2020-05-27 Bombardier, Inc.: Amendment 39-19877; Docket No. FAA-2019-0876; Product Identifier 2019-NM-070-AD.

(a) Effective Date

This AD is effective May 7, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes, certificated in any category, serial numbers 9001 through 9844 inclusive, and 9998.

(d) Subject

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

(e) Reason

This AD was prompted by a report that cracking was discovered in a channel within a structural support member for the rudder quadrant, rudder feel unit assembly, and environmental control system due to fatigue. The FAA is issuing this AD to address cracking in the rudder quadrant support structure, which can lead to progressive deterioration in the performance of the systems it supports, and could eventually lead to uncommanded rudder movement and bleed air leakage.

(f) Compliance

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

(g) Initial and Repetitive Inspections

For airplanes that have accumulated fewer than 2,900 total flight cycles as of the effective date of this AD, and that have not been modified as specified in paragraph (i) of this AD: At the applicable time specified in paragraph (g)(1) or (2) of this AD, do a detailed visual inspection for cracking of the rudder quadrant box assembly, in accordance with paragraph 2.B. of the Accomplishment Instructions of the applicable service bulletin specified in figure 1 to paragraph (g) of this AD. Repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles.

(1) For airplanes that have accumulated fewer than 2,000 total flight cycles as of the effective date of this AD: Inspect within 1,000 flight cycles after the effective date of this AD.

(2) For airplanes that have accumulated 2,000 total flight cycles or more, but fewer than 2,900 total flight cycles, as of the effective date of this AD: Inspect within 100 flight cycles after the effective date of this AD.

Figure 1 to paragraph (g) – *Inspection Service Information*

Airplane Model	Service Information
BD-700-1A10 airplanes having serial numbers 9002 through 9312 inclusive, 9314 through 9380 inclusive, and 9384 through 9429 inclusive	Bombardier Service Bulletin 700-53-054, Basic Issue, dated October 1, 2018
BD-700-1A10 airplanes having serial numbers 9313, 9381, and 9432 through 9844 inclusive	Bombardier Service Bulletin 700-53-6012, Basic Issue, dated October 1, 2018
BD-700-1A11 airplanes having serial numbers 9127 through 9383 inclusive, 9389 through 9400 inclusive, 9404 through 9431 inclusive, and 9998	Bombardier Service Bulletin 700-1A11-53-029, Basic Issue, dated October 1, 2018
BD-700-1A11 airplanes having serial numbers 9386, 9401, and 9445 through 9840 inclusive	Bombardier Service Bulletin 700-53-5013, Basic Issue, dated October 1, 2018

(h) Corrective Actions for Inspection Findings

If any cracking is found during any inspection specified in paragraph (g) of this AD, do the actions specified in paragraph (i) of this AD at the applicable time specified in paragraphs (h)(1) through (4) of this AD.

(1) If any crack of 1.20 inch (30.48 mm) or longer is found on the forward (FWD) upper half rib: Do the actions within 100 flight cycles after discovery of the crack.

(2) If any crack of 0.40 inch (10.16 mm) or longer is found on the AFT lower half rib, do the actions within 100 flight cycles after discovery of the crack.

(3) If any crack is found on the left-hand (LH) channel that has grown from the air system's support fitting aft fastener hole to the adjacent air systems support fitting fastener hole (which is 0.625 inch (15.88 mm) from hole edge to hole edge) or longer, do the actions before further flight.

(4) If any crack is found on the LH channel that is less than 0.625 inch (15.88 mm) from hole edge to hole edge (which is the distance from the air system's support fitting aft fastener hole to the adjacent air system's support fitting fastener hole), do the actions within 50 flight cycles after discovery of the crack.

(i) Modification of the Rudder Quadrant Box Assembly

At the applicable time specified in paragraph (i)(1) or (2) of this AD, except as required by paragraph (h) of this AD: Modify the rudder quadrant box assembly. The modification includes surface and bolt-hole eddy current inspections for cracking of the left-hand channel; a detailed visual inspection for cracking of the forward and aft half ribs and bottom and top skins; applicable corrective actions; replacement of the rudder quadrant box half ribs, air systems support fitting, and LH channel; and installation of new rudder quadrant box back-up fittings. Do the modification and associated actions in accordance with paragraph 2.B., 2.C., and 2.D., of the Accomplishment Instructions of the applicable service bulletin specified in figure 2 to paragraph (i) of this AD; except, where the applicable service bulletin specifies to contact Bombardier for appropriate action, corrective actions must be done before further flight in accordance with the procedures specified in paragraph (l)(2) of this AD.

(1) For airplanes that have accumulated 2,900 total flight cycles or fewer as of the effective date of this AD, do the required actions before the accumulation of 3,000 total flight cycles, or within 60 months after the effective date of this AD, whichever occurs first.

(2) For airplanes that have accumulated more than 2,900 total flight cycles as of the effective date of this AD, do the required actions within 100 flight cycles or 12 months, whichever occurs first, after the effective date of this AD.

Figure 2 to paragraph (i) – *Modification Service Information*

Airplane Model	Service Information
BD-700-1A10 airplanes having serial numbers 9002 through 9312 inclusive, 9314 through 9380 inclusive, and 9384 through 9429 inclusive	Bombardier Service Bulletin 700-53-052, Basic Issue, dated October 1, 2018
BD-700-1A10 airplanes having serial numbers 9313, 9381, and 9432 through 9844 inclusive	Bombardier Service Bulletin 700-53-6010, Basic Issue, dated October 1, 2018.
BD-700-1A11 airplanes having serial numbers 9127 through 9383 inclusive, 9389 through 9400 inclusive, 9404 through 9431 inclusive, and 9998	Bombardier Service Bulletin 700-1A11-53-027, Basic Issue, dated October 1, 2018
BD-700-1A11 airplanes having serial numbers 9386, 9401, and 9445 through 9840 inclusive	Bombardier Service Bulletin 700-53-5011, Basic Issue, dated October 1, 2018

(j) Alternative Modification

Airplanes that have been modified as specified by any modification identified in paragraphs (j)(1) through (4) of this AD (which are not required by this AD), meet the requirements specified in paragraph (i) of this AD.

(1) Bombardier Repair Modification R700T400669, Revision C, dated January 19, 2018, or Bombardier Repair Modification R700T400669, Revision G, dated May 30, 2018.

(2) Bombardier In-Service Modification IS700-53-0024, Revision A, dated July 24, 2018.

(3) Bombardier Service Request for Product Support Action (SRPSA) 000220372.

(4) Bombardier Service Request for Product Support Action (SRPSA) 000271526.

(k) Terminating Action for Repetitive Inspections

Accomplishing the actions in paragraph (i) or (j) of this AD terminates all of the requirements in paragraph (g) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, 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 certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300;

fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(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 Branch, 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.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2019-11, dated March 22, 2019, for related information. This MCAI may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0876.

(2) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7330; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

(n) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 700-53-052, Basic Issue, dated October 1, 2018.

(ii) Bombardier Service Bulletin 700-53-054, Basic Issue, dated October 1, 2018.

(iii) Bombardier Service Bulletin 700-53-5011, Basic Issue, dated October 1, 2018

(iv) Bombardier Service Bulletin 700-53-5013, Basic Issue, dated October 1, 2018.

(v) Bombardier Service Bulletin 700-53-6010, Basic Issue, dated October 1, 2018.

(vi) Bombardier Service Bulletin 700-53-6012, Basic Issue, dated October 1, 2018.

(vii) Bombardier Service Bulletin 700-1A11-53-027, Basic Issue, dated October 1, 2018.

(viii) Bombardier Service Bulletin 700-1A11-53-029, Basic Issue, dated October 1, 2018.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email thd.crj@aero.bombardier.com; internet https://www.bombardier.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division,

Aircraft Certification Service.

2020-06-10 Airbus SAS: Amendment 39-19879; Docket No. FAA-2019-0717; Product Identifier 2019-NM-133-AD.

(a) Effective Date

This AD is effective May 4, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model airplanes specified in paragraphs (c)(1) through (4) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0173, dated July 18, 2019 ("EASA AD 2019-0173").

(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, -216, -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 53, Fuselage.

(e) Reason

This AD was prompted by a report of cracking found on the frame of the right-hand side sliding window in the flight deck. The FAA is issuing this AD to address cracking of the vertical stiffeners of the left- and right-hand sides of the window frames, which could affect the structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0173.

(h) Exceptions to EASA AD 2019-0173

(1) Where EASA AD 2019-0173 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0173 does not apply to this AD.

(3) Paragraph (4) of EASA AD 2019-0173 specifies to report inspection results to Airbus within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 90 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 90 days after the effective date of this AD.

(4) This AD allows the use of the torque values specified in Section 13 of the Airbus technical adaptations (TAs) identified in paragraphs (h)(4)(i) through (vi) of this AD, when installing a certain eccentric referenced in the applicable Airbus service bulletin, as specified in the applicable TA.

(i) Airbus TA 80662272/007/2019, Issue 1, dated August 29, 2019.

(ii) Airbus TA 80662272/008/2019, Issue 1, dated August 29, 2019.

(iii) Airbus TA 80662272/009/2019, Issue 1, dated August 29, 2019.

(iv) Airbus TA 80662272/010/2019, Issue 1, dated August 29, 2019.

(v) Airbus TA 80696258/006/2019, Issue 1, dated October 29, 2019.

(vi) Airbus TA 80696258/007/2019, Issue 1, dated October 29, 2019.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (j) of this AD. 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0173 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(4) Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of

information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory as required by this AD; the nature and extent of confidentiality to be provided, if any. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(j) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0173, dated July 18, 2019.

(ii) Airbus Technical Adaptation 80662272/007/2019, Issue 1, dated August 29, 2019.

(iii) Airbus Technical Adaptation 80662272/008/2019, Issue 1, dated August 29, 2019.

(iv) Airbus Technical Adaptation 80662272/009/2019, Issue 1, dated August 29, 2019.

(v) Airbus Technical Adaptation 80662272/010/2019, Issue 1, dated August 29, 2019.

(vi) Airbus Technical Adaptation 80696258/006/2019, Issue 1, dated October 29, 2019.

(vii) Airbus Technical Adaptation 80696258/007/2019, Issue 1, dated October 29, 2019.

(3) For information about EASA AD 2019-0173, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) For information about the Airbus service information incorporated by reference in this AD, contact Airbus SAS, Airworthiness Office–EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet https://www.airbus.com.

(5) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0717.

(6) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 16, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division,

Aircraft Certification Service.

2020-06-15 Fokker Services B.V.: Amendment 39-19884; Docket No. FAA-2020-0207; Product Identifier 2020-NM-008-AD.

(a) Effective Date

This AD becomes effective April 23, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F28 Mark 0100 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0002, dated January 8, 2020 ("EASA AD 2020-0002").

(d) Subject

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

(e) Reason

This AD was prompted by a report of a crack found in the inboard boom of the left-hand frame at fuselage station (STA) 17011. The FAA is issuing this AD to address cracking at the fuselage station, which could reduce resistance to fatigue and possibly affect the structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0002.

(h) Exceptions to EASA AD 2020-0002

(1) Where EASA AD 2020-0002 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0002 does not apply to this AD.

(3) Where paragraph (2) of EASA AD 2020-0002 requires accomplishing the corrective action "before next flight, or before exceeding the fly-on time (if any) provided by Fokker Services, as applicable," this AD requires that the corrective action be accomplished before further flight.

(4) Paragraph (3) of EASA AD 2020-0002 specifies to report inspection results to Fokker Services B.V. within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(4)(i) or (ii) of this AD.

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

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

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (j) of this AD. 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or 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.

(j) Related Information

For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3226; email Tom.Rodriguez@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0002, dated January 8, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0002, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0207.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 22, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-07343 Filed 4-7-20; 8:45 am]

2020-06-16 Rolls-Royce, Deutschland Ltd. & Co. KG (formerly Rolls-Royce plc): Amendment 39-19885; Docket No. FAA-2018-0538; Product Identifier 2012-NE-47-AD.

(a) Effective Date

This AD is effective May 5, 2020.

(b) Affected ADs

This AD replaces AD 2017-03-02, Amendment 39-18793 (82 FR 10701, February 15, 2017).

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd. & Co. KG (formerly Rolls-Royce plc) RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines, with low-pressure (LP) compressor blade, part number (P/N) FK23411, FK25441, FK25968, FW11901, FW15393, FW23643, FW23741, FW23744, KH23403, or KH23404, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by LP compressor blade partial airfoil release events. While released sections were contained in each case, projection of secondary debris and effects could present a potential hazard. The FAA is issuing this AD to prevent LP compressor blade airfoil separation. The unsafe condition, if not addressed, could result in damage to the engine and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within the compliance time specified in Figure 1 to paragraph (g)(1) of this AD and thereafter, at intervals not to exceed 1,200 flight cycles (FCs) or Standard Duty Cycles (SDCs) for Non-Standard Operations (NSO), as applicable, since the last ultrasonic inspection (UI), perform a UI of each affected LP compressor blade in accordance with the Accomplishment Instructions, paragraph 3, of Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AH465, Revision 6, dated November 29, 2019.

Note 1 to paragraph (g)(1): Paragraph 1.D of RR Alert NMSB RB.211-72-AH465, Revision 6, dated November 29, 2019, describes how to determine the applicable SDCs. The Time Limits Manual (TLM), 05-00-01, defines NSO.

Figure 1 to paragraph (g)(1) – Inspection Threshold

FCs/SDC Accumulated Since New or Since Last Inspection Required by paragraph (g)(1)	Compliance Times
Less than 1,100 FCs/SDCs	Before exceeding 1,200 FCs/SDCs since new.
1,100 FCs/SDCs or greater	Within 100 FCs/SDCs after the effective date of this AD, or before exceeding 2,400 FCs/SDCs since new, whichever occurs first.

(2) If, during any inspection required by paragraph (g)(1) of this AD, a LP compressor blade is rejected by the UI, as defined in Accomplishment Instructions, paragraph 3, of RR Alert NMSB RB.211-72-AH465, Revision 6, dated November 29, 2019, before further flight, or before returning the LP compressor blade to service, whichever occurs first, remove the affected LP compressor blade from service and replace with a part eligible for installation.

(h) Installation Prohibition

After the effective date of this AD, do not install an affected LP compressor blade on an engine unless the LP compressor blade meets the conditions specified in paragraphs (h)(1) or (2) of this AD, as applicable.

(1) The affected part has not exceeded 1,200 FC or SDCs (for NSO) since new, or since an inspection performed in accordance with either RR Alert NMSB RB.211-72-AH465, Revision 6, dated, November 29, 2019, or with any of the service information referenced in paragraph (j)(1) and (2) of this AD.

(2) Prior to installation, the affected part has passed an ultrasonic inspection in accordance with paragraph (g)(1) of this AD.

(i) No Reporting Requirement

The reporting requirements in the Accomplishment Instructions, paragraph 3 of RR Alert NMSB RB.211-72-AH465, Revision 6, dated November 29, 2019, are not required by this AD.

(j) Credit for Previous Actions

You may take credit for LP compressor blade UIs required by paragraph (g)(1) of this AD, if you performed the UI before the effective date of this AD using:

(1) For initial inspections: RR NMSB RB.211-72-G702, dated May 23, 2011; RR NMSB RB.211-72-G872, Revision 2, dated March 8, 2013, or earlier versions; RR NMSB RB.211-72-H311, dated March 8, 2013; RR NMSB RB.211-72-AH465, Revision 5, dated July 26, 2018, or earlier versions; RR Engine Manual E-Trent-1RR, Task 72-31-11-200-806; or Airbus A330 Aircraft Maintenance Manual (AMM) Task 72-31-41-270-801, or AMM Task 72-31-41-270-802.

(2) For repetitive inspections: The instructions referenced in the mandatory inspection paragraph of the applicable engine TLM, provided the compliance times of this AD are not exceeded.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, 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 ECO Branch, send it to the attention of the person identified in paragraph (l)(1) of this AD. You may email your request to: ANE-AD-AMOC@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.

(l) Related Information

(1) For more information about this AD, contact Stephen Elwin, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7236; fax: 781-238-7199; email: Stephen.L.Elwin@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0188R1, dated September 5, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2018-0538.

(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) Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin RB.211-72-AH465, Revision 6, dated November 29, 2019.

(ii) [Reserved]

(3) For RR service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, 15827 Blankenfelde-Mahlow, Germany; phone: +49 (0) 33 708 6 0; email: https://www.rolls-royce.com/contact-us.aspx.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(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, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 26, 2020.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division,
Aircraft Certification Service.

2020-06-17 Airbus SAS: Amendment 39-19886; Docket No. FAA-2019-0867; Product Identifier 2019-NM-131-AD.

(a) Effective Date

This AD is effective May 14, 2020.

(b) Affected ADs

This AD replaces AD 2011-09-06, Amendment 39-16668 (76 FR 22005, April 20, 2011) ("AD 2011-09-06").

(c) Applicability

This AD applies to the Airbus SAS Model airplanes identified in paragraphs (c)(1) through (7) of this AD, certificated in any category, all manufacturer serial numbers.

(1) Model A330-223F and -243F airplanes.
(2) Model A330-201, -202, -203, -223, and -243 airplanes.
(3) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
(4) Model A330-941 airplanes.
(5) Model A340-211, -212, and -213 airplanes.
(6) Model A340-311, -312, and -313 airplanes.
(7) Model A340-541 and -642 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report that an escape slide deployment test found a girt bar that was not in a locked position and was detached from the airplane. This AD was also prompted by a determination that additional airplanes not identified in AD 2011-09-06 are affected by the unsafe condition. The FAA is issuing this AD to address this condition, which could result in slides detaching from the door after inflation, and could, during an emergency, prevent a safe evacuation of the cabin and possibly result in injuries.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0155, dated July 3, 2019 ("EASA AD 2019-0155").

(h) Exceptions to EASA AD 2019-0155

(1) Where EASA AD 2019-0155 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2019-0155 refers to February 17, 2001, as an effective date, this AD requires using March 19, 2002 (the effective date of AD 2002-02-07, Amendment 39-12635 (67 FR 6370, February 12, 2002)), for all airplanes identified in paragraph (1) of EASA AD 2019-0155, except for Model A330-223F and -243F airplanes. For Model A330-223F and -243F airplanes, use May 5, 2011 (the effective date of AD 2011-09-06).

(3) The "Remarks" section of EASA AD 2019-0155 does not apply to this AD.

(4) Where paragraph (4) of EASA AD 2019-0155 refers to "July 17, 2010" as an effective date, this AD requires using May 5, 2011 (the effective date of AD 2011-09-06).

Note 1 to paragraph (h)(4): A typographical error in EASA AD 2019-0155 incorrectly identified the effective date of EASA AD 2010-0135 as July 17, 2010; the correct effective date of EASA AD 2010-0135 is July 19, 2010.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0155 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (k) of this AD. 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.

(ii) AMOCs approved previously for AD 2011-09-06 are approved as AMOCs for the corresponding provisions of EASA AD 2019-0155 that are required by paragraph (g) of this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0155 that contains RC procedures and tests: Except as required by paragraphs (i) and (j)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection

program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Related Information

For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3229.

(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 May 14, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0155, dated July 3, 2019.

(ii) [Reserved]

(4) For information about EASA AD 2019-0155, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(5) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0867.

(6) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on April 1, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07399 Filed 4-8-20; 8:45 am]

2020-06-18 Airbus SAS: Amendment 39-19887; Docket No. FAA-2020-0210; Product Identifier 2020-NM-045-AD.

(a) Effective Date

This AD becomes effective April 2, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (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, -133, -151N, -153N, and -171N airplanes.

(3) Model A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N airplanes.

(4) Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a maintenance repair organization's report of deviations from the component maintenance manual acceptance test procedure for certain trimmable horizontal stabilizer actuators (THSAs). The FAA is issuing this AD to address improper installation of the THSA ball screw jack, which can compromise fail safe design of the THSA, that may result in uncontrolled movement of the horizontal stabilizer as a result of a single failure of the THSA, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0073, dated March 26, 2020 ("EASA AD 2020-0073").

(h) Exceptions to EASA AD 2020-0073

(1) Where EASA AD 2020-0073 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0073 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (j) of this AD. 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0073 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223; email Sanjay.Ralhan@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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0073, dated March 26, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0073, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0210.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 30, 2020.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07009 Filed 3-31-20; 11:15 am]

2020-07-02 Pratt & Whitney: Amendment 39-21106; Docket No. FAA-2020-0299; Project Identifier AD-2020-00247-E.

(a) Effective Date

This AD is effective April 15, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 model turbofan engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by reports of in-flight shutdowns due to failure of the low-pressure compressor (LPC) rotor 1 (R1) and by subsequent findings of cracked LPC R1s during inspections. The FAA is issuing this AD to prevent failure of the LPC R1. The unsafe condition, if not addressed, could result in uncontained release of the LPC R1, damage to the engine, damage to the airplane, and loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Remove the electronic engine control (EEC) software if the version is earlier than full authority digital electronic control (FADEC) software version V2.11.9.2 and install EEC FADEC software that is eligible for installation, as follows:

(i) For engines that have accumulated less than 300 flight cycles (FCs) since new or since the last engine shop visit, within 15 FCs after the effective date of this AD.

(ii) For all other engines, within 90 days after the effective date of this AD.

(2) After the effective date of this AD, do not install an engine listed in paragraph (c) of this AD on any aircraft unless you have replaced the EEC software required by paragraph (g)(1) of this AD.

Note to paragraph (g) of this AD: The engines identified in paragraphs (g)(1)(i) and (2) of this AD include engines originally delivered to operators as spare engines that have been subsequently installed on an airplane.

(h) Definitions

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

(2) For the purpose of this AD, "EEC FADEC software that is eligible for installation" is EEC FADEC software version V2.11.9.2 or later.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, 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 certification office, send it to the attention of the person identified in paragraph (j) of this AD. You may email your request to: ANE-AD-AMOC@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.

(j) Related Information

For more information about this AD, contact Kevin M. Clark, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7088; fax: 781-238-7199; email: kevin.m.clark@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on March 25, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.

2020-07-10 Airbus SAS: Amendment 39-19889; Docket No. FAA-2020-0213; Product Identifier 2020-NM-043-AD.

(a) Effective Date

This AD becomes effective April 22, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A320-271N airplanes and Model A321-271N, -271NX, and -272N airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0053, dated March 10, 2020 ("EASA AD 2020-0053").

(d) Subject

Air Transport Association (ATA) of America Code 54, Nacelles/pylons.

(e) Reason

This AD was prompted by a report of a gap found on an engine pylon nose fire seal during an inspection of an in-production airplane. The FAA is issuing this AD to address a potential gap in the engine pylon nose fire seal, which, if not detected and corrected, could lead to loss of firewall integrity and, in case of an engine fire, could prevent the ability to extinguish the fire.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0053.

(h) Exceptions to EASA AD 2020-0053

(1) Where EASA AD 2020-0053 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0053 does not apply to this AD.

(3) Where paragraph (3) EASA AD 2020-0053 specifies to do actions "in accordance with the instructions of the applicable Aircraft Maintenance Manual," this AD requires doing those actions

“using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.”

Note 1 to paragraph (h)(3): Guidance on accomplishing the replacement specified in paragraph (3) of EASA AD 2020-0053 can be found in Airbus aircraft maintenance manual (AMM) task 54-57-22-000-821-A and AMM task 54-57-22-400-821 dated May 2019.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0053 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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 Section, send it to the attention of the person identified in paragraph (k) of this AD. 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0053 that contains RC procedures and tests: Except as specified in paragraph (i) of this AD and as required by paragraph (j)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223; email Sanjay.Ralhan@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0053, dated March 10, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0053, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0213.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on March 31, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07342 Filed 4-3-20; 11:15 am]

2020-08-01 General Electric Company: Amendment 39-21107; Docket No. FAA-2019-0665; Project Identifier 2019-NE-25-AD.

(a) Effective Date

This AD is effective May 15, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1 model turbofan engines having a fan blade with a part number listed in Planning Information, paragraph 1.A., of GE Service Bulletin (SB) CF34-AL S/B 72-0314, dated September 27, 2017 or of GE SB CF34-BJ S/B 72-0306, dated September 27, 2017, and with any serial number listed in paragraph 4., Appendix A, of GE SB CF34-AL S/B 72-0314 or of GE SB CF34-BJ S/B 72-0306.

(d) Subject

Joint Aircraft System Component (JASC) Code 7220, Turbine Engine Inlet Section.

(e) Unsafe Condition

This AD was prompted by an in-flight failure of a fan blade that led to an in-flight shutdown. The FAA is issuing this AD to prevent failure of the fan blade. The unsafe condition, if not addressed, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

Remove the affected fan blades from service within 90 days after the effective date of this AD and replace with a part eligible for installation.

(h) Definition

A part that is eligible for installation is any fan blade other than those identified by paragraph (c) of this AD or a fan blade that has been repaired per GE SB CF34-AL S/B 72-0148, Revision 05, dated July 23, 2015; or GE SB CF34-BJ S/B 72-0123, Revision 04, dated October 21, 2015.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, 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 certification office, send it to the attention of the person identified in paragraph (j) of this AD. You may email your request to ANE-AD-AMOC@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.

(j) Related Information

For more information about this AD, contact Christopher McGuire, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7120; fax: 781-238-7199; email: chris.mcguire@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) General Electric Company (GE) Service Bulletin (SB) CF34-BJ S/B 72-0306, dated September 27, 2017.

(ii) GE SB CF34-AL S/B 72-0314, dated September 27, 2017.

(3) For GE service information identified in this AD, contact General Electric Company, GE Aviation, Room 285, 1 Neumann Way, Cincinnati, OH, 45215; phone: 513-552-3272; email: aviation.fleetsupport@ge.com.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(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, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on April 3, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-07451 Filed 4-9-20; 8:45 am]