FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2017-14

6/26/2017 - 7/9/2017

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-01			
2016-25-01		The Boeing Company	747-400, 747-400D, and 747-400F series; 757-200, -200PF, -200CB, and -300 series; 767-200, -300, -300F, and -400ER series; 767-300 and -300F series; and 767-300 and -300F series
2016-25-07		The Boeing Company	767-200 and -300 series
2016-25-25	R 2012-11-15	BAE (Operations) Limited	4101
2016-25-26		The Boeing Company	MD-90-30
2016-25-27		Airbus	A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R variant F
2016-25-29		The Boeing Company	767-200 and -300 series
2016-25-30		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; A340-642
2016-25-31		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313; A340-541; and A340-642
2016-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2016-26-03	R 2013-23-02	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2016-26-05	R 2014-26-08	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2017-01-07		Dassault Aviation	FAN JET FALCON; FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5; MYSTERE-FALCON 50
2017-01-08		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343 airplanes; and Model A340-211, -212, -213, -311, -312, -313, -541, and -642
2016-25-02		The Boeing Company	787-8 series
Biweekly 2017-02			
2016-26-06		The Boeing Company	787-8 airplanes
2016-26-07		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2017-01-01	R 2014-05-25	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2017-01-02		The Boeing Company	787-8 and 787-9 airplanes
2017-01-04		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-01-05		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-01-06		Airbus	A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes
2017-01-09		The Boeing Company	767-300 and 767-300F series airplanes
2017-01-10		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DF, and C-212-DE airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
Biweekly 2017-03			
No ADs			
Biweekly 2017-04			
2017-01-03	R 2007-11-13	The Boeing Company	717-200 airplanes
2017-01-09	COR	The Boeing Company	767-300 and 767-300F series airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
2017-02-02	2005-13-30	The Boeing Company	737-100, -200, and -200C series airplanes
2017-02-03		The Boeing Company	767-200, -300, and -400ER series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-02-04		The Boeing Company	747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes
2017-02-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-02-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2017-02-09		The Boeing Company	747-400, -400D, and -400F series airplanes
2017-02-10	R 2013-19-04	The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-03-02	S 2014-16-10	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
Biweekly 2017-05			
2017-02-01		Rolls-Royce plc	Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan engines
2017-02-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-03-03	S 2013-05-18	Rolls-Royce plc	RB211 Trent 553-61, RB211 Trent 553A2-61, RB211 Trent 556-61, RB211 Trent 556A2-61, RB211 Trent 556B-61, RB211 Trent 556B2-61, RB211 Trent 560-61, and RB211 Trent 560A2-61 turbofan engines
2017-03-04	R 2012-16-07	The Boeing Company	737-500 series airplanes
2017-04-01		Gulfstream Aerospace Corporation	GVI airplanes
2017-04-02	R 2014-23-06	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-04-04	R 2012-16-08	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-04-05	R 2011-10-17	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, and B4-203 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2017-04-08	R 2008-13-12 R1	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-04-09	R 2012-22-12	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-04-10		Airbus	A318, A319, A320, A321 airplanes
2017-04-11		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-04-12		Embraer	EMB-135, EMB-145 airplanes
2017-04-13		The Boeing Company	747-8 and 747-8F series airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2017-05-02		Airbus	A318, A319, A320, A321 airplanes
2017-05-06		The Boeing Company	767-200 and -300 series airplanes
2017-05-07		The Boeing Company	777-200 and -300 series airplanes
Biweekly 2017-06			
2017-05-09		CFM International S.A.	CFM56-5B, CFM56-5B/P, CFM56-5B/3, CFM56-5B/2P, CFM56-5B/P1, CFM56-5B/2P1, and CFM56-5B/3B1 engines
2017-05-11	R 2012-08-11	Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-05-10	R 2015-16-02	Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes
2017-05-05		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2017-05-12		Airbus	A318-112; A319-111, -112, -115, -132, and -133; A320-214, -232, and -233; A321-211, -212, -213, -231, and -232 airplanes
Biweekly 2017-07			
2017-06-05		The Boeing Company	DC-6, DC-6A, DC-6B, C-118A, R6D-1, and R6D-1Z airplanes
2017-07-03		Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-06-04		Airbus	A300 B4-603, B4-620, and B4-622; A300 B4-605R and A300 B4-622R; and A300 C4-605R Variant F airplanes
2017-06-02		Fokker Services B.V.	F28 Mark 0100 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-06-10		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-06-09		The Boeing Company	787-8 airplanes
2017-06-01	R 2017-03-04	The Boeing Company	737-500 series airplanes
2017-06-14		The Boeing Company	737-300, -400, and -500 series airplanes
2017-06-13		Textron Aviation Inc.	680 airplanes
2016-25-25	COR	BAE Systems (Operations) Limited	4101 airplanes
2017-06-12		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233 airplanes
Biweekly 2017-08			
2017-08-04	R 2015-03-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-07-06		Gulfstream Aerospace Corporation	G-1159B airplanes
2017-08-05	R 2016-13-05	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2017-06-07		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; and A340-642 airplanes
2017-07-03	COR	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-08-01	R 2013-22-19	Gulfstream Aerospace Corporation	GV and GV-SP airplanes
2017-06-08	R 2006-06-09 R 2012-05-08 R 2012-07-08	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD airplanes
2017-07-04	R 2013-24-17	General Electric Company	GE90-110B1 and GE90-115B engines
2017-08-02		Bombardier, Inc.	DHC-8-102, -103, and -106; DHC-8-201 and -202; DHC-8-301, -311, and -315 airplanes
2017-07-05		Airbus	A300 airplanes
Biweekly 2017-09			
2017-07-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2017-08-03		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-08-06		General Electric Company	GE90-76B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, and GE90-115B
2017-08-07		Learjet, Inc.	60
2017-08-08		CFE Company	CFE738-1-1B
2017-08-10	R 2017-01-01	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84
2017-08-11	R 2012-04-01	Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17
2017-08-13		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R, and A300 C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 F4-605R and F4-622R
2017-09-01		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2016-05-02	R 2011-13-11 R 2011-13-11	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
Biweekly 2017-10			
2017-09-03	R 2013-03-12	Dassault Aviation	MYSTERE-FALCON 50 airplanes
2017-09-04		The Boeing Company	707-100 Long Body, -200, -100B Long Body, and -100B Short Body series; 707-300, -300B, -300C, and -400 series; 720 and 720B series airplanes

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-09-06	R 2015-15-03	General Electric Company	GEnx-1B and GEnx-2B turbofan engines
2017-10-01		Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
Biweekly 2017-11			
2017-09-08		The Boeing Company	787-8 airplanes
2017-09-09		Zodiac Seats California LLC	4157, 4170, and 4184 seating systems
2017-09-10		The Boeing Company	747-400, 747-400D, and 747-400F airplanes
2017-09-11		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-09-12		ATR-GIE Avions de Transport Régional	ATR42-500; ATR72-102, -202, -212, and -212A airplanes
2017-10-04		Embraer S.A.	EMB-120, EMB-120ER, EMB-120FC, EMB-120QC, and EMB-120RT airplanes
2017-10-05		Airbus	A300 airlanes
2017-10-06		Rolls-Royce plc	RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 turbofan engines
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-15		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-10-16		The Boeing Company	787-8 and 787-9 airplanes
2017-10-17	R 2014-16-19	Airbus	A330 airplanes
2017-10-18		Airbus	A330-223F, -223, -321, -322, and -323 airplanes
2017-10-21		The Boeing Company	737-300, -400, and -500 series airplanes
2017-10-22		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-10-23		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-10-24	R 2011-17-09 R 2012-25-12	Airbus	A330 airplanes
2017-10-25		Rolls-Royce Deutschland Ltd & Co KG	Spey 506-14A, Spey 555-15, Spey 555-15H, Spey 555-15N, and Spey 555-15P turbofan engines
2017-11-01		The Boeing Company	737-100, -200, and -200C series airplanes
2017-11-02		The Boeing Company	MD-90-30 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	Model 60 airplanes
Biweekly 2017-12			
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-13	S 2015-17-19	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-04		The Boeing Company	767-200, -300, and -400ER series airplanes
2017-11-07		Airbus	A318, A319, A320, A321 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-12		Bombardier, Inc.	BD-100-1A10 airplanes
2017-11-13	R 98-13-14	Airbus	A320-211, -212, and -231 airplanes
2017-11-14	R 2011-26-03	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F airplanes
2017-11-15		General Electric Company	CF6-80C2L1F turbofan engines
2017-12-01		The Boeing Company	767-200 series airplanes
2017-12-02		General Electric Company	GEnx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, 1B70/P1, -1B70/P2, -1B70/75/P1, -1B70/75/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76A/P2 engines
Biweekly 2017-13			
2017-11-05		Roll-Royce Corporation	AE 3007C and 3007C1 turbofan engines
2017-11-06	R 2014-05-32	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2643, and F117-PW-100 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-12-03		Pratt & Whitney Division	PW2037, PW2037M, and PW2040 turbofan engines
2017-12-05	R 2007-26-04	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-12-06		Airbus	A300, A310 airplanes
2017-12-07		The Boeing Company	737-800, -900, and -900ER series airplanes
2017-12-08	R 2011-24-06	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-12-09		Embraer	EMB-135ER, -135BJ, -135KE, -135KL, and -135LR; and EMB-145, -145ER, -145MR, -145LR, -145MP, -145EP, and -145XR airplanes
2017-12-10		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-12-11		Bombardier, Inc.	BD-100-1A10 airplanes
2017-12-12		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-12-13		Airbus	A320-212, A320-214, A320-232 airplanes
2017-12-14		The Boeing Company	757-200 and -200PF series airplanes
2017-12-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000) airplanes
2017-13-01		The Boeing Company	737-300, -400, and -500 series airplanes
2017-13-02		Dassault Aviation	FALCON 7X airplanes
Biweekly 2017-14			
2017-10-19		Rolls-Royce plc	Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2017-13-07		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-08	R 2015-23-13	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-09	R 2014-16-02	Bombardier, Inc.	CL-600-1A11 (CL-600)
2017-13-10	R 2003-18-06	Airbus	A319-131 and -132; A320-231, -232, and -233; A321-131 and -231
2017-13-11		Gulfstream Aerospace Corporation	G-IV
2017-13-12		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-13-14		The Boeing Company	777-300ER series
2017-14-01	R 2013-10-03	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2017-14-02		Bombardier, Inc.	DHC-8-401 and DHC-8-402

2017-10-19 Rolls-Royce plc: Amendment 39-18893; Docket No. FAA-2017-0187; Directorate Identifier 2017-NE-08-AD.

(a) Effective Date

This AD is effective July 20, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2 turbofan engines with intermediate pressure compressor (IPC) rotor seal, part number (P/N) KH19098, installed.

(d) Subject

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

(e) Reason

This AD was prompted by failure of the IPC rotor seal. We are issuing this AD to prevent failure of the IPC rotor seal, loss of engine thrust control, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Perform an on-wing borescope inspection (BSI) of the IPC rotor seal using paragraph 3, Accomplishment Instructions, of RR Alert Non-Modification Service Bulletin (NMSB) Trent 1000 72-AJ467, Revision 1, dated February 13, 2017 as follows:

(i) For engines with an IPC rotor seal with 300 flight cycles (FC) or more before August 2017, perform a BSI before August 2017.

(ii) For engines with an IPC rotor seal with less than 300 FC before August 2017, perform a BSI before the IPC rotor seal accumulates 300 FC.

(2) Depending on the findings of the inspection(s) required by paragraph (g)(1) of this AD, repeat the on-wing BSI at intervals not to exceed those specified in Figures 2 or 4 of RR Alert NMSB Trent 1000 72-AJ467, Revision 1, dated February 13, 2017.

(3) An in-shop inspection in accordance with paragraph 3, Accomplishment Instructions, of RR NMSB Trent 1000 72-J353, Revision 1, dated November 24, 2016, may be substituted for an on-wing BSI as required by paragraphs (g)(1) and (2) of this AD, within the compliance times specified.

(4) After the effective date of this AD, do not operate an aircraft, having two engines installed that are both subject to the 20 FC IPC rotor seal re-inspection interval specified in Figure 4 of RR Alert NMSB Trent 1000 72-AJ467, Revision 1, dated February 13, 2017.

(5) If, during an on-wing inspection as required by paragraphs (g)(1) or (2) of this AD, or an in-shop inspection as specified in paragraph (g)(3) of this AD, any crack is found on the rear face of the affected IPC rotor seal that is at or beyond the reject limits specified in Figure 4 of RR Alert NMSB Trent 1000 72-AJ467, Revision 1, dated February 13, 2017, replace the IPC rotor seal with a part eligible for installation, before next flight.

(6) Replacing the IPC rotor seal on an engine, as required by paragraph (g)(5) of this AD, is not terminating action for the inspections required by paragraphs (g)(1) and (2) of this AD for that engine.

(7) No reports requested in any of the Alert NMSBs that are referenced in paragraphs (g)(1), (2), and (3) of this AD are required by this AD.

(h) Credit for Previous Actions

You may take credit for inspections and corrective action that are required by paragraph (g) of this AD, if you performed these actions and corrective action before the effective date of this AD, using RR Alert NMSB Trent 1000 72-AJ467, Initial Issue, dated November 9. 2016; or RR NMSB Trent 1000 72-J353, Initial Issue, dated August 25, 2016, or Revision 1, dated November 24, 2016.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(j) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to MCAI AD 2017-0017, dated February 1, 2017, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2017-0187.

(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) Rolls-Royce plc (RR) Non-Modification Service Bulletin (NMSB) Trent 1000 72-J353, Revision 1, dated November 24, 2016.

(ii) RR Alert NMSB Trent 1000 72-AJ467, Revision 1, dated February 13, 2017.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: https://customers.rolls-royce.com/public/rollsroycecare.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on May 11, 2017.
Robert J. Ganley,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2017-13-07 Airbus: Amendment 39-18937; Docket No. FAA-2016-0461; Directorate Identifier 2014-NM-159-AD.

(a) Effective Date

This AD is effective August 9, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, all manufacturer serial numbers.

(1) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.

(2) Model A320-211, -212, -214, -231, -232, and -233 airplanes.

(3) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report that a main landing gear (MLG) door could not be closed due to rupture of the actuator fitting. Later reports indicated that the forward monoblock fitting of the MLG door actuator (referred to as the nerve area) could be damaged after rupture of the actuator fitting. We are issuing this AD to prevent rupture of the door actuator fittings, which could result in detachment of an MLG door and subsequent exterior damage and consequent reduced structural integrity of the airplane.

(f) Compliance

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

(g) Repetitive Inspections of MLG Door Actuator Fittings

For airplanes equipped with MLG door actuator fittings having part number (P/N) D52880224000 or P/N D52880224001 that were installed before the first flight of the airplane on MLG doors identified in paragraphs (g)(1) and (g)(2) of this AD: Within 500 flight hours since the most recent high frequency eddy current (HFEC) inspection done as specified in Airbus Service Bulletin A320-52A1086, Revision 01, dated September 10, 1999, or within 30 days after the effective date of this AD, whichever occurs later, perform an HFEC inspection for cracking of the MLG door fittings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-

52A1086, Revision 01, dated September 10, 1999. Repeat the inspection thereafter at intervals not to exceed 500 flight hours, except as provided by paragraphs (i), (j), and (k) of this AD.

(1) Left-hand MLG doors with serial numbers (S/Ns) 1206 through 1237 inclusive, 1239 through 1247 inclusive, and 1249 through 1251 inclusive.

(2) Right-hand MLG doors with S/Ns 1208 through 1239 inclusive, 1241 through 1249 inclusive, and 1251.

(h) Repetitive Inspections of MLG Hinge and Nerve Areas

For airplanes equipped with MLG door actuator fittings having P/N D52880224000, P/N D52880224001, P/N D52880235000, or P/N D52880235001 that were installed before the first flight of the airplane on MLG doors identified in paragraphs (h)(1) and (h)(2) of this AD: Within 400 flight cycles after the effective date of this AD, or before the accumulation of 9,000 total flight cycles since first flight of the airplane, whichever occurs later, perform an HFEC inspection of both hinge and nerve areas of the MLG doors for cracking, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-52-1096, Revision 02, dated July 12, 2006. Repeat the inspection thereafter at intervals not to exceed 800 flight cycles, except as provided by paragraphs (i)(1), (j), and (k) of this AD.

(1) Left-hand MLG doors with S/Ns 1206 through 1510 inclusive, 1548, 1564, and 2000 through 2065 inclusive.

(2) Right-hand MLG doors with S/Ns 1208 through 1519 inclusive, 1551, and 2000 through 2065 inclusive.

(i) Inspections/Corrective Actions

(1) If any crack is found during any inspection required by paragraph (g) or (h) of this AD: Before further flight, replace the affected MLG door actuator fittings with new monoblock fittings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-52-1073, Revision 05, dated September 28, 2006. Accomplishing this replacement terminates the repetitive inspections required by paragraphs (g) and (h) of this AD.

(2) If, during any HFEC inspection required by paragraph (g) of this AD, no crack is found: Before further flight, perform a low frequency eddy current (LFEC) inspection to determine the grain direction of the raw material of each MLG actuator fitting, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-52A1086, Revision 01, dated September 10, 1999.

(i) If the grain direction of the raw material is correct, the repetitive inspections required by paragraph (g) of this AD may be terminated.

(ii) If the grain direction of the raw material is incorrect, repeat the HFEC inspection required by paragraph (g) of this AD at the time specified in paragraph (g) of this AD. Replacement of the MLG door actuator fittings with new monoblock fittings as specified in paragraph (i)(1) of this AD terminates the repetitive inspections required by paragraphs (g) and (i)(2)(ii) of this AD.

(j) MLG Door Actuator Fitting Replacement

For airplanes equipped with any MLG door actuator fitting having P/N D52880102000, P/N D52880102001, P/N D52880220000, P/N D52880220001, P/N D52880224000, P/N D52880224001, P/N D52880235000, or P/N D52880235001: At the later of the times specified in paragraphs (j)(1) and (j)(2) of this AD, replace the MLG door actuator fittings with new monoblock fittings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-52-1073, Revision 05, dated September 28, 2006. Accomplishing this replacement terminates the repetitive inspections required by paragraphs (g) and (h) of this AD.

(1) Before the accumulation of 48,000 total flight cycles or 96,000 total flight hours on the MLG door, whichever occurs first.

(2) Within 30 days after the effective date of this AD.

(k) Optional Terminating Action

Replacement of the MLG door actuator fittings with new monoblock fittings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-52-1073, Revision 04, dated August 10, 1999; or Airbus Service Bulletin A320-52-1073, Revision 05, dated September 28, 2006; terminates the repetitive inspections required by paragraphs (g) and (h) of this AD.

(l) Airplanes Excluded From Certain AD Requirements

(1) For airplanes on which Airbus Modification 24903, or Airbus Modification 25372, or Airbus Modification 36979 has been embodied in production, no action is required by this AD, provided that no MLG door actuator fitting having any part number identified in paragraph (j) of this AD has been reinstalled on the airplane since first flight; except the requirements of paragraph (m) of this AD remain applicable to post-mod 24903, post-mod 25372 and post-mod 36979 airplanes.

(2) Modification of an airplane by installing a version (P/N) of the MLG door actuator fitting approved after the effective date of this AD is acceptable for compliance with the requirements in paragraph (j) of this AD, provided the conditions specified in paragraphs (l)(2)(i) and (l)(2)(ii) are met.

(i) The MLG door actuator fitting (P/N) must be approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(ii) The modification must be accomplished in accordance with instructions approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; EASA; or Airbus's EASA DOA.

(m) Parts Installation Prohibition

As of the effective date of this AD, no person may install an MLG door actuator fitting having any part number identified in paragraph (j) of this AD on any airplane.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to the person identified in paragraph (o)(2) 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 corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0182, dated September 13, 2016, for related information. This MCAI may be found in

the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-0461.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149.

(p) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-52-1073, Revision 04, dated August 10, 1999.

(ii) Airbus Service Bulletin A320-52-1073, Revision 05, dated September 28, 2006.

(iii) Airbus Service Bulletin A320-52A1086, Revision 01, dated September 10, 1999.

(iv) Airbus Service Bulletin A320-52-1096, Revision 02, dated July 12, 2006.

(3) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com.

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

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

Issued in Renton, Washington, on June 19, 2017.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-13-08 Airbus: Amendment 39-18938; Docket No. FAA-2016-9573; Directorate Identifier 2016-NM-149-AD.

(a) Effective Date

This AD is effective August 3, 2017.

(b) Affected ADs

This AD replaces AD 2015-23-13, Amendment 39-18330 (80 FR 73099, November 24, 2015) ("AD 2015-23-13").

(c) Applicability

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

(1) Airbus Model A318-111, -112, -121, and -122 airplanes.
(2) Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
(3) Airbus Model A320-211, -212, -214, -231, -232, and -233 airplanes.
(4) Airbus Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto Flight; 31, Instruments.

(e) Reason

This AD was prompted by a determination that, in specific flight conditions, the allowable load limits on the vertical tail plane could be reached and possibly exceeded. Exceeding allowable load limits could result in detachment of the vertical tail plane. We are issuing this AD to prevent detachment of the vertical tail plane and consequent loss of control of the airplane.

(f) Compliance

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

(g) Retained Pin Programming Modification, With New Service Information

This paragraph restates the requirements of paragraph (g) of AD 2015-23-13, with new service information. Within 48 months after December 29, 2015 (the effective date of AD 2015-23-13), modify the pin programming to activate the stop rudder input warning (SRIW) logic, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-22-1480, Revision 02, dated March 30, 2015; or Airbus Service Bulletin A320-22-1480, Revision 03, dated October 13, 2015. As of the effective date of this AD, use only Airbus Service Bulletin A320-22-1480, Revision 03, dated October 13, 2015.

(h) Retained Inspection To Determine Part Numbers (P/Ns), Flight Warning Computer (FWC) and Flight Augmentation Computer (FAC) Replacement, With New Replacement Part Numbers

This paragraph restates the requirements of paragraph (h) of AD 2015-23-13, with new replacement part numbers. Prior to or concurrently with the actions required by paragraph (g) of this AD: Inspect the part numbers of the FWC and the FAC installed on the airplane. If any FWC or FAC having a part number identified in paragraph (h)(1) or (h)(2) of this AD, as applicable, is installed on an airplane, prior to or concurrently with the actions required by paragraph (g) of this AD, replace all affected FWCs and FACs with a unit having a part number identified in figure 1 to paragraph (h)(3) of this AD, in accordance with the Accomplishment Instructions of the applicable Airbus service information specified in paragraph (i) of this AD. As of the effective date of this AD, use only figure 1 to paragraph (h)(3) of this AD to identify the replacement part numbers.

(1) Paragraphs (h)(1)(i) through (h)(1)(xvii) of this AD identify FWCs having part numbers that are non-compatible with the SRIW activation required by paragraph (g) of this AD.

(i) 350E017238484 (H1-D1).
(ii) 350E053020303 (H2-E3).
(iii) 350E016187171 (C5).
(iv) 350E053020404 (H2-E4).
(v) 350E017248685 (H1-D2).
(vi) 350E053020606 (H2-F2).
(vii) 350E017251414 (H1-E1).
(viii) 350E053020707 (H2-F3).
(ix) 350E017271616 (H1-E2).
(x) 350E053021010 (H2-F3P).
(xi) 350E018291818 (H1-E3CJ).
(xii) 350E053020808 (H2-F4).
(xiii) 350E018301919 (H1-E3P).
(xiv) 350E053020909 (H2-F5).
(xv) 350E018312020 (H1-E3Q).
(xvi) 350E053021111 (H2-F6).
(xvii) 350E053020202 (H2-E2).

(2) Paragraphs (h)(2)(i) through (h)(2)(xxxiv) of this AD identify FACs having part numbers that are non-compatible with the SRIW activation required by paragraph (g) of this AD.

(i) B397AAM0202.
(ii) B397BAM0101.
(iii) B397BAM0512.
(iv) B397AAM0301.
(v) B397BAM0202.
(vi) B397BAM0513.
(vii) B397AAM0302.
(viii) B397BAM0203.
(ix) B397BAM0514.
(x) B397AAM0303.
(xi) B397BAM0305.
(xii) B397BAM0515.
(xiii) B397AAM0404.
(xiv) B397BAM0406.
(xv) B397BAM0616.
(xvi) B397AAM0405.
(xvii) B397BAM0407.

(xviii) B397BAM0617.
(xix) B397AAM0506.
(xx) B397BAM0507.
(xxi) B397BAM0618.
(xxii) B397AAM0507.
(xxiii) B397BAM0508.
(xxiv) B397BAM0619.
(xxv) B397AAM0508.
(xxvi) B397BAM0509.
(xxvii) B397BAM0620.
(xxviii) B397AAM0509.
(xxix) B397BAM0510.
(xxx) B397CAM0101.
(xxxi) B397AAM0510.
(xxxii) B397BAM0511.
(xxxiii) B397CAM0102.
(xxxiv) Soft P/N G2856AAA01 installed on hard P/N C13206AA00.

(3) As of the effective date of this AD, figure 1 to paragraph (h)(3) of this AD identifies the FACs and FWCs having the part numbers that are compatible with SRIW activation required by paragraph (g) of this AD.

Figure 1 to Paragraph (h)(3) of this AD - *FWC and FAC installation compatible with activation of SRIW*

	Aeroplane Configuration						
	A318	A319		A320		A321	
	Without Sharklet	Without Sharklet	With Sharklet	Without Sharklet	With Sharklet	Without Sharklet	With Sharklet
FAC P/N B397BAM0621 (621 hard B)	CFM	X	NC	X	NC	X	NC
FAC P/N B397BAM0622 (622 hard B)	CFM	X	CFM	NC	X	X	NC
FAC P/N B397BAM0623 (623 hard B)	CFM	X	X	X	X	X	X
FAC P/N B397BAM0624 (624 hard B)	X	X	X	X	X	X	X
FAC soft P/N G2856AAA02 installed on hard P/N C13206AA00 (CAA02 hard C)	CFM	X	X	X	X	X	X
FAC soft P/N G2856AAA03 installed on hard P/N C13206AA00 (CAA03 hard C)	X	X	X	X	X	X	X
FAC soft P/N G2856AAA04 installed on hard P/N C13206AA00 (CAA04 hard C)	X	X	X	X	X	X	X
FWC P/N 350E053021212 (H2-F7)	X	X	X	X	X	X	X
FWC P/N 350E053021313 (H2-F8P)	X	X	X	X	X	X	X
FWC P/N 350E053021414 (H2-F8)	X	X	X	X	X	X	X

'X' mean that the FAC / FWC is compatible with any engine installation for that aeroplane model.

'CFM' mean that the FAC / FWC is compatible with CFM engine installation for that aeroplane model.

'NC' mean that the FAC / FWC is not compatible with that aeroplane configuration.

BILLING CODE 4910-13-C

(i) Retained Service Information for Actions Required by Paragraph (h) of This AD, With New Service Information

This paragraph restates the requirements of paragraph (i) of AD 2015-23-13, with new service information. Do the actions required by paragraph (h) of this AD in accordance with the Accomplishment Instructions of the applicable Airbus service information specified in paragraphs (i)(1) through (i)(10) of this AD.

(1) Airbus Service Bulletin A320-22-1375, dated January 15, 2014 (FAC 621 hard B).

(2) Airbus Service Bulletin A320-22-1427, Revision 05, including Appendix 01, dated November 24, 2014 (FAC 622 hard B).

(3) Airbus Service Bulletin A320-22-1447, Revision 03, dated April 21, 2015 (FAC CAA02 hard C).

(4) Airbus Service Bulletin A320-22-1454, dated February 12, 2014 (FAC CAA02).

(5) Airbus Service Bulletin A320-22-1461, Revision 07, including Appendix 01, dated March 23, 2015 (FAC 623 hard B).

(6) Airbus Service Bulletin A320-22-1502, dated November 14, 2014 (FAC CAA02).

(7) Airbus Service Bulletin A320-22-1539, Revision 01, dated February 24, 2016 (FAC CAA03).

(8) Airbus Service Bulletin A320-22-1553, dated March 21, 2016 (FAC B624).

(9) Airbus Service Bulletin A320-22-1554, dated April 19, 2016 (FAC CAA03).

(10) Airbus Service Bulletin A320-31-1414, Revision 03, dated September 15, 2014 (FWC H2-F7).

(j) Retained Exclusion From Actions Required by Paragraphs (g) and (h) of This AD, With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2015-23-13, with no changes. An airplane on which Airbus Modification 154473 has been embodied in production is excluded from the requirements of paragraphs (g) and (h) of this AD, provided that within 30 days after December 29, 2015 (the effective date of AD 2015-23-13), an inspection of the part numbers of the FWC and the FAC installed on the airplane is done to determine that no FWC having a part number listed in paragraph (h)(1) of this AD, and no FAC having a part number listed in paragraph (h)(2) of this AD, has been installed on that airplane since date of manufacture. A review of airplane maintenance records is acceptable in lieu of this inspection if the part numbers of the FWC and FAC can be conclusively determined from that review. If any FWC or FAC having a part number identified in paragraph (h)(1) or (h)(2) of this AD, as applicable, is installed on a post Airbus Modification 154473 airplane: Within 30 days after December 29, 2015, do the replacement required by paragraph (h) of this AD.

(k) Retained Parts Installation Prohibitions, With New Requirements

This paragraph restates the parts installation prohibitions specified in paragraph (k) of AD 2015-23-13, with new requirements.

(1) After modification of an airplane as required by paragraphs (g), (h), or (j) of this AD: Do not install on that airplane any FWC having a part number listed in paragraph (h)(1) of this AD or any FAC having a part number listed in paragraph (h)(2) of this AD.

(2) For an airplane that does not have a FWC having a part number listed in paragraph (h)(1) of this AD and does not have a FAC having a part number listed in paragraph (h)(2) of this AD: As of the effective date of this AD, do not install a FWC having a part number listed in paragraph (h)(1) of this AD or a FAC having a part number listed in paragraph (h)(2) of this AD.

(l) Retained Later Approved Parts, With a Different Effective Date

This paragraph restates the requirements of paragraph (l) of AD 2015-23-13, with a different effective date. Installation of a version (part number) of the FWC or FAC approved after March 5, 2015 (the effective date of European Aviation Safety Agency (EASA) AD 2014-0217R1), is an approved method of compliance with the requirements of paragraph (h) or (j) of this AD, provided the requirements specified in paragraphs (l)(1) and (l)(2) of this AD are met.

(1) The version (part number) must be approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA Design Organization Approval (DOA).

(2) The installation must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

(m) Credit for Previous Actions

(1) This paragraph restates the credit provided by paragraph (m)(1) of AD 2015-23-13. This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before December 29, 2015 (the effective date of AD 2015-23-13) using the service information specified in paragraphs (m)(1)(i) or (m)(1)(ii) of this AD.

(i) Airbus Service Bulletin A320-22-1480, dated July 9, 2014.

(ii) Airbus Service Bulletin A320-22-1480, Revision 01, dated February 6, 2015.

(2) This paragraph restates the credit provided by paragraph (m)(2) of AD 2015-23-13. This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before December 29, 2015 (the effective date of AD 2015-23-13) using the applicable Airbus service information identified in paragraphs (m)(2)(i) through (m)(2)(xviii) of this AD.

(i) Airbus Service Bulletin A320-22-1427, dated January 25, 2013.

(ii) Airbus Service Bulletin A320-22-1427, Revision 01, dated July 30, 2013.

(iii) Airbus Service Bulletin A320-22-1427, Revision 02, dated October 14, 2013.

(iv) Airbus Service Bulletin A320-22-1427, Revision 03, dated November 8, 2013.

(v) Airbus Service Bulletin A320-22-1427, Revision 04, dated February 11, 2014.

(vi) Airbus Service Bulletin A320-22-1447, dated October 18, 2013.

(vii) Airbus Service Bulletin A320-22-1447, Revision 01, dated September 18, 2014.

(viii) Airbus Service Bulletin A320-22-1447, Revision 02, dated December 2, 2014.

(ix) Airbus Service Bulletin A320-22-1461, dated October 31, 2013.

(x) Airbus Service Bulletin A320-22-1461, Revision 01, dated February 25, 2014.

(xi) Airbus Service Bulletin A320-22-1461, Revision 02, dated April 30, 2014.

(xii) Airbus Service Bulletin A320-22-1461, Revision 03, dated July 17, 2014.

(xiii) Airbus Service Bulletin A320-22-1461, Revision 04, dated September 15, 2014.

(xiv) Airbus Service Bulletin A320-22-1461, Revision 05, dated November 13, 2014.

(xv) Airbus Service Bulletin A320-22-1461, Revision 06, dated January 21, 2015.

(xvi) Airbus Service Bulletin A320-31-1414, dated December 19, 2012.

(xvii) Airbus Service Bulletin A320-31-1414, Revision 01, dated March 21, 2013.

(xviii) Airbus Service Bulletin A320-31-1414, Revision 02, dated July 30, 2013.

(3) This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-22-1539, dated December 28, 2015.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to the attention of the person identified in paragraph (o)(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 2015-23-13, are approved as AMOCs for the corresponding provisions of this AD.

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

(3) Required for Compliance (RC): If any service information contains procedures or tests that are identified as RC, those 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.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0132, dated July 5, 2016; corrected July 20, 2016; for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-9573.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149.

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

(p) 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 August 3, 2017.

(i) Airbus Service Bulletin A320-22-1480, Revision 03, dated October 13, 2015.

(ii) Airbus Service Bulletin A320-22-1539, Revision 01, dated February 24, 2016.

(iii) Airbus Service Bulletin A320-22-1553, dated March 21, 2016.

(iv) Airbus Service Bulletin A320-22-1554, dated April 19, 2016.

(4) The following service information was approved for IBR on December 29, 2015 (80 FR 73099, November 24, 2015).

(i) Airbus Service Bulletin A320-22-1375, dated January 15, 2014.

(ii) Airbus Service Bulletin A320-22-1427, Revision 05, including Appendix 01, dated November 24, 2014.

(iii) Airbus Service Bulletin A320-22-1447, Revision 03, dated April 21, 2015.

(iv) Airbus Service Bulletin A320-22-1454, dated February 12, 2014.

(v) Airbus Service Bulletin A320-22-1461, Revision 07, including Appendix 01, dated March 23, 2015.

(vi) Airbus Service Bulletin A320-22-1480, Revision 02, dated March 30, 2015.

(vii) Airbus Service Bulletin A320-22-1502, dated November 14, 2014.

(viii) Airbus Service Bulletin A320-31-1414, Revision 03, dated September 15, 2014.

(5) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com.

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

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

Issued in Renton, Washington, on June 16, 2017.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2017-13-09 Bombardier, Inc.: Amendment 39-18939; Docket No. FAA-2015-7529; Directorate Identifier 2014-NM-207-AD.

(a) Effective Date

This AD is effective August 3, 2017.

(b) Affected ADs

This AD replaces AD 2014-16-02, Amendment 39-17926 (79 FR 46968, August 12, 2014) ("AD 2014-16-02").

(c) Applicability

This AD applies to Bombardier, Inc., Model CL-600-1A11 (CL-600) airplanes, certificated in any category, serial numbers 1004 through 1085 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine Exhaust.

(e) Reason

This AD was prompted by reports of partial deployment of an engine thrust reverser in flight caused by a failure of the translating sleeve at the thrust reverser attachment points. We are issuing this AD to detect and correct cracks of the translating sleeve at the thrust reverser actuator attachment points, which could result in deployment or dislodgement of an engine thrust reverser in flight and subsequent reduced control of the airplane.

(f) Compliance

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

(g) Retained Airplane Flight Manual (AFM) Revision With Revised Service Information

This paragraph restates the requirements of paragraph (g) of AD 2014-16-02, with revised service information. Within 1 calendar day after August 12, 2014 (the effective date of AD 2014-16-02): Revise the applicable sections of the AFM to include the information specified in the temporary revisions (TRs) identified in paragraphs (g)(1) and (g)(2) of this AD, as applicable. These TRs introduce procedures to prohibit thrust reverser operation. Operate the airplane according to the limitations and procedures in the TRs identified in paragraphs (g)(1) and (g)(2) of this AD, as applicable. The revision required by paragraph (g) of this AD may be done by inserting copies of the applicable TRs identified in paragraphs (g)(1) and (g)(2) of this AD into the AFM. When these TRs have been included in the general revisions of the AFM, the general revisions may be inserted in the

AFM, provided the relevant information in the general revision is identical to that in the applicable TRs, and the TRs may be removed.

(1) Canadair TR 600/29, dated June 20, 2014, to the Canadair CL-600-1A11 AFM; or Canadair TR 600/29-2, dated January 18, 2016, to the Canadair CL-600-1A11 AFM. As of the effective date of this AD, use only Canadair TR 600/29-2, dated January 18, 2016, to the Canadair CL-600-1A11 AFM.

(2) Canadair TR 600-1/24, dated June 20, 2014, to the Canadair CL-600-1A11 AFM (Winglets), including Erratum, Publication No. PSP 600-1AFM (US), TR No. 600-1/24, June 20, 2014; or Canadair TR 600-1/24-2, dated January 18, 2016, to the Canadair CL-600-1A11 AFM (Winglets). As of the effective date of this AD, use only Canadair TR 600-1/24-2, dated January 18, 2016, to the Canadair CL-600-1A11 AFM (Winglets).

(h) Retained Repetitive Inspections and Modifications, With Revised Service Information

This paragraph restates the requirements of paragraph (h) of AD 2014-16-02, with revised service information. Within 25 flight cycles or 90 days, whichever occurs first, after August 12, 2014 (the effective date of AD 2014-16-02), do detailed inspections (including a borescope inspection) of both engine thrust reversers for cracks, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014; or Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016. As of the effective date of this AD, use only Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016.

(1) If no cracking is found during any inspection required by paragraph (h) of this AD, repeat the inspection required by paragraph (h) of this AD thereafter at intervals not to exceed 100 flight cycles until the repair or modification specified in paragraph (i) or (k) of this AD is done.

(2) If any cracking is found during any inspection required by paragraph (h) of this AD, before further flight, modify the thrust reversers on both engines, in accordance with Part B of the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014; or Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016. As of the effective date of this AD, use only Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016.

(i) Retained Optional Terminating Modification, With Revised Service Information

This paragraph restates the optional terminating action specified in paragraph (i) of AD 2014-16-02, with revised service information. Modifying the thrust reversers on both engines, in accordance with Part B of the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014; or Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016; terminates the inspections required by paragraph (h) of this AD. As of the effective date of this AD, use only Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016.

(j) Retained Credit for Previous Actions, With No Changes

This paragraph restates the credit provided in paragraph (j) of AD 2014-16-02, with no changes. This paragraph provides credit for actions required by paragraphs (h) and (i) of this AD, if those actions were performed before August 12, 2014 (the effective date of AD 2014-16-02), using Bombardier Alert Service Bulletin A600-0769, dated June 19, 2014.

(k) New Requirement of This AD: Permanent Modification and Inspections

Within 24 months after the accomplishing the modification specified in paragraph (h)(2) of this AD, or within 48 months after accomplishing the initial inspection required by paragraph (h) of this AD, whichever occurs later: Modify the thrust reversers on both engines, including doing the inspections specified in paragraphs (k)(1) through (k)(6) of this AD, in accordance with Part C of the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016, except as required by paragraphs (m)(1) and (m)(2) of this AD. Modification of all thrust reversers terminates the requirements of paragraphs (g), (h), and (i) of this AD.

(1) Do general visual inspections of the flipper doors for cracks.

(2) Do a general visual inspection of the thrust reverser skin, frames, joints, splices, and fasteners for cracks.

(3) Do a general visual inspection of the thrust reverser for cracks.

(4) Do liquid penetrant or eddy current inspections, as applicable, of the frames for cracks.

(5) Do a detailed visual inspection of the frames for cracks and elongated holes, and do a liquid penetrant inspection of the frames for cracks.

(6) Do a liquid penetrant or an eddy current inspection of the translating sleeve skin for cracks.

(l) New Requirement of This AD: Repair

If, during any inspection required by paragraph (k) of this AD, any cracking or elongated hole is found, before further flight, repair using a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO).

(m) New Exceptions to Service Information

(1) If it is not possible to follow all instructions specified in Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016, during accomplishment of the actions required by paragraph (k) of this AD, before further flight, repair using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(2) Where Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016, specifies to contact Bombardier if shim thickness is over the applicable thicknesses identified in Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016, before further flight, repair using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO, ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2014-19R1, dated March 11, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-7529.

(2) For more information about this AD, contact Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York Aircraft Certification Office (ACO), 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7318; fax 516-794-5531.

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

(p) 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 August 3, 2017.

(i) Bombardier Alert Service Bulletin A600-0769, Revision 02, dated February 22, 2016.

(ii) Canadair Temporary Revision 600/29-2, dated January 18, 2016, to the Canadair CL-600-1A11 Airplane Flight Manual.

(iii) Canadair Temporary Revision 600-1/24-2, dated January 18, 2016, to the Canadair CL-600-1A11 Airplane Flight Manual (Winglets).

(4) The following service information was approved for IBR on August 12, 2014 (79 FR 46968, August 12, 2014).

(i) Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014.

(ii) Canadair TR 600/29, dated June 20, 2014, to the Canadair CL-600-1A11 Airplane Flight Manual.

(iii) Canadair TR 600-1/24, dated June 20, 2014, to the Canadair CL-600-1A11 AFM (Winglets), including Erratum, Publication No. PSP 600-1AFM (US), TR No. 600-1/24, June 20, 2014.

(5) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America; toll-free telephone number 1-866-538-1247 or direct-dial telephone number 1-514-855-2999; fax 514-855-7401; email ac.yul@aero.bombardier.com; Internet http://www.bombardier.com.

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

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

Issued in Renton, Washington, on June 16, 2017.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-13-10 Airbus: Amendment 39-18940; Docket No. FAA-2016-8185; Directorate Identifier 2016-NM-050-AD.

(a) Effective Date

This AD is effective August 3, 2017.

(b) Affected ADs

This AD replaces AD 2003-18-06, Amendment 39-13297 (68 FR 53501, September 11, 2003), ("AD 2003-18-06").

(c) Applicability

This AD applies to Airbus Model A319-131 and -132 airplanes; Model A320-231, -232, and -233 airplanes; and Model A321-131 and -231 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 71, Powerplant.

(e) Reason

This AD was prompted by reports of engine fan cowl door (FCD) in-flight losses, and a new FCD front latch and keeper assembly that has been developed to address this unsafe condition. We are issuing this AD to prevent in-flight loss of an engine FCD and possible consequent damage to the airplane.

(f) Compliance

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

(g) Retained Modification and/or Installation, With No Changes

This paragraph restates the requirements of paragraph (a) of AD 2003-18-06, with no changes. For airplanes identified in paragraph (c) of this AD, except those airplanes on which Airbus Modifications 21948/P6222 and 30869, Modifications 24259/P6222 and 30869, or Modifications 24259/P6222 and 24259/P6473 have been installed in production: Within 18 months after October 16, 2003 (the effective date of AD 2003-18-06), do the action(s) specified in paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For Configuration 01 airplanes identified in Airbus Service Bulletin A320-71-1028, dated March 23, 2001: Modify the door latches of the fan cowl of both engines (i.e., installation of new anti-swivel plates and weights), and install a new hold-open device, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-71-1028, dated March 23, 2001.

(2) For Configuration 02 airplanes identified in Airbus Service Bulletin A320-71-1028, dated March 23, 2001: Install a new hold-open device, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-71-1028, dated March 23, 2001.

(h) New Modifications

Within 36 months after the effective date of this AD, do the actions required by paragraphs (h)(1), (h)(2), and (h)(3) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-71-1069, Revision 01, including Appendix 01, dated April 28, 2016.

(1) Modify the left-hand and right-hand FCDs on engines 1 and 2.

(2) Install a placard on the box located at the bottom of the 120 VU panel or at the bottom of the coat stowage, as applicable.

(3) Re-identify both engine FCDs with the new part numbers (P/Ns), as specified in table 1 and table 2 to paragraph (h) of this AD, as applicable.

Table 1 to Paragraph (h) of This AD–Left-Side Door

Old part No.	New part No.
740-4000-501	740-4000-9501
740-4000-503	740-4000-9503
745-4000-501	745-4000-513
745-4000-503	745-4000-515
745-4000-505	745-4000-517

Table 2 to Paragraph (h) of This AD–Right-Side Door

Old part No.	New part No.
740-4000-502	740-4000-9502
740-4000-504	740-4000-9504
740-4000-506	740-4000-9506
740-4000-508	740-4000-9508
745-4000-502	745-4000-9502
745-4000-504	745-4000-9504
745-4000-506	745-4000-9506
745-4000-508	745-4000-514
745-4000-510	745-4000-516
745-4000-512	745-4000-518

(i) New Method of Compliance: Replacement

(1) Replacing an engine FCD having a part number listed as “Old Part Number” in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable, with an FCD having the corresponding part number listed as “New Part Number” in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable, is an acceptable method of compliance with the requirements of paragraphs (h)(1) and (h)(3) of this AD for that engine FCD only.

(2) An airplane on which Airbus Modification 157516 has been embodied in production is compliant with the requirements of paragraphs (h)(1) and (h)(3) of this AD, provided no engine FCD, having a part number identified as "Old Part Number" in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable, is installed on that airplane.

(3) An airplane on which Airbus Modification 157718 has been embodied in production is compliant with the requirements of paragraph (h)(2) of this AD.

(j) New Parts Installation Limitations

(1) For an airplane with an engine FCD installed having a part number identified as "Old Part Number" in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable: After modification of that airplane as required by paragraph (h) of this AD, do not install an engine FCD, having a part number identified as "Old Part Number" in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable.

(2) For an airplane that does not have an engine FCD installed having a part number identified as "Old Part Number" in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable: On or after the effective date of this AD, do not install an engine FCD, having a part number identified as "Old Part Number" in table 1 to paragraph (h) of this AD or table 2 to paragraph (h) of this AD, as applicable.

(k) New Method of Compliance: Installation

Installation on an engine of a right-hand and left-hand engine FCD having a part number approved after the effective date of this AD is a method of compliance with the requirements of paragraphs (g), (h)(1), and (h)(3) of this AD for that engine only, provided the part number is approved, and the installation is accomplished, in accordance with the procedures specified in paragraph (m)(2) of this AD.

(l) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-71-1069, dated December 18, 2015.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to the attention of the person identified in paragraph (n)(2) 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: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): Except as required by paragraph (k) of this AD, if any service information contains procedures or tests that are identified as RC, those 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.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0053, dated March 14, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-8185.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149.

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on August 3, 2017.

(i) Airbus Service Bulletin A320-71-1069, Revision 01, including Appendix 01, dated April 28, 2016.

(ii) Reserved.

(4) The following service information was approved for IBR on October 16, 2003 (68 FR 53501, September 11, 2003).

(i) Airbus Service Bulletin A320-71-1028, dated March 23, 2001.

(ii) Reserved.

(5) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com.

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

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

Issued in Renton, Washington, on June 17, 2017.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-13-11 Gulfstream Aerospace Corporation: Amendment 39-18941; Docket No. FAA-2016-9437; Directorate Identifier 2016-NM-131-AD.

(a) Effective Date

This AD is effective August 3, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Gulfstream Aerospace Corporation Model G-IV airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report indicating that the G-IV gust lock system allows more throttle travel than was intended and could allow the throttle to be advanced to reach take-off thrust. The intended function of the gust lock system is to restrict throttle lever movement to a maximum of 6 degrees of forward travel, which provides an unmistakable warning to the pilot that the gust lock system is still engaged, prohibiting the use of the primary flight control surfaces. We are issuing this AD to prevent the throttle lever movement from advancing more than 6 degrees of forward travel, which could result in the aircraft reaching near take-off thrust and high velocities without primary flight controls (aileron, elevator, and rudder) and cause a failure to rotate during take-off and high speed runway overrun.

(f) Compliance

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

(g) Modification

Within 36 months after the effective date of this AD, modify the gust lock system by doing a retrofit of the gust lock throttle interlock, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(1) Gulfstream IV Customer Bulletin Number 236B, dated February 3, 2017.

(2) Gulfstream G300 Customer Bulletin Number 236B, dated February 3, 2017.

(3) Gulfstream G400 Customer Bulletin Number 236B, dated February 3, 2017.

(h) Maintenance or Inspection Program Revision To Include a Functional Test

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate a functional test of the throttle lever gust lock protection specified in the applicable temporary revision (TR) identified in paragraphs (h)(1) through (h)(4) of this AD. The initial compliance time for the functional test is within the applicable time specified in paragraphs (h)(1) through (h)(4) of this AD, or within 90 days after the effective date of this AD, whichever occurs later. The functional test must be done in accordance with the applicable service information specified in paragraphs (i)(1) through (i)(4) of this AD.

(1) For Gulfstream IV Maintenance Manual TR 5-7, dated April 29, 2016: Within 12 months or 4,500 flight hours, whichever occurs first after accomplishing the modification required by paragraph (g) of this AD.

(2) For Gulfstream IV MSG-3 Maintenance Manual TR 5-6, dated April 29, 2016: Before the next 1C maintenance check or within 4,500 flight hours, whichever occurs first after accomplishing the modification required by paragraph (g) of this AD.

(3) For Gulfstream G300 Maintenance Manual TR 5-3, dated April 29, 2016: Before the next 1C maintenance check or within 4,500 flight hours, whichever occurs first after accomplishing the modification required by paragraph (g) of this AD.

(4) For Gulfstream G400 Maintenance Manual TR 5-3, dated April 29, 2016: Before the next 1C maintenance check or within 4,500 flight hours, whichever occurs first after accomplishing the modification required by paragraph (g) of this AD.

(i) Service Information for the Functional Test of the Throttle Lever Gust Lock Protection

The functional test of the throttle lever gust lock protection specified in paragraph (h) of this AD must be done in accordance with the applicable service information specified in paragraphs (i)(1) through (i)(4) of this AD.

(1) Gulfstream IV Maintenance Manual TR 27-3, dated April 29, 2016.

(2) Gulfstream IV MSG-3 Maintenance Manual TR 27-3, dated April 29, 2016.

(3) Gulfstream G300 Maintenance Manual TR 27-3, dated April 29, 2016.

(4) Gulfstream G400 Maintenance Manual TR 27-3, dated April 29, 2016.

(j) No Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (h) 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 (m) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information identified in paragraph (k)(1), (k)(2), or (k)(3) of this AD.

(1) Gulfstream IV Customer Bulletin Number 236, dated June 1, 2016; or 236A, dated August 8, 2016.

(2) Gulfstream G300 Customer Bulletin Number 236, dated June 1, 2016; or 236A, dated August 8, 2016.

(3) Gulfstream G400 Customer Bulletin Number 236, dated June 1, 2016; or 236A, dated August 8, 2016.

(l) Exception for Reporting and Return of Parts

Although the service information identified in paragraph (g) of this AD specifies to submit certain information to the manufacturer and to return parts to the manufacturer, this AD does not include those requirements.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (n)(1) of this AD.

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

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (m)(3)(i) and (m)(3)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(n) Related Information

(1) For more information about this AD, contact Gideon Jose, Aerospace Engineer, Systems and Equipment Branch, ACE-119A, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5569; fax: 404-474-5606; email: gideon.jose@faa.gov.

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

(o) Material Incorporated by Reference

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

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

(i) Gulfstream G300 Customer Bulletin Number 236B, dated February 3, 2017.

(ii) Gulfstream G300 Maintenance Manual Temporary Revision 27-3, dated April 29, 2016.

(iii) Gulfstream G300 Maintenance Manual Temporary Revision 5-3, dated April 29, 2016.

(iv) Gulfstream G400 Customer Bulletin Number 236B, dated February 3, 2017.

(v) Gulfstream G400 Maintenance Manual Temporary Revision 27-3, dated April 29, 2016.

(vi) Gulfstream G400 Maintenance Manual Temporary Revision 5-3, dated April 29, 2016.

(vii) Gulfstream IV Customer Bulletin Number 236B, dated February 3, 2017.

(viii) Gulfstream IV Maintenance Manual Temporary Revision 27-3, dated April 29, 2016.

(ix) Gulfstream IV Maintenance Manual Temporary Revision 5-7, dated April 29, 2016.

(x) Gulfstream IV MSG-3 Maintenance Manual Temporary Revision 27-3, dated April 29, 2016.

(xi) Gulfstream IV MSG-3 Maintenance Manual Temporary Revision 5-6, dated April 29, 2016.

(3) For service information identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402-2206; telephone 800-810-4853; fax 912-965-3520; email pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

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

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

Issued in Renton, Washington, on June 16, 2017.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-13-12 Airbus: Amendment 39-18942; Docket No. FAA-2016-9071; Directorate Identifier 2016-NM-019-AD.

(a) Effective Date

This AD is effective August 9, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category, all manufacturer serial numbers.

(1) Airbus Model A318-111, -112, -121, and -122 airplanes.

(2) Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.

(3) Airbus Model A320-211, -212, -214, -231, -232, and -233 airplanes.

(4) Airbus Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Reason

This AD was prompted by an evaluation by the design approval holder, which indicates that the main landing gear (MLG) does not comply with certification specifications, which could result in a locking failure of the MLG side stay. We are issuing this AD to prevent possible collapse of the MLG during takeoff and landing.

(f) Compliance

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

(g) Modification or Replacement

Within 120 months after the effective date of this AD, accomplish the action specified in paragraph (g)(1) or (g)(2) of this AD.

(1) Modify each MLG side stay assembly having a part number listed in figure 1 to paragraphs (g), (h), and (i) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1429, Revision 01, dated February 29, 2016, and the service information specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD, as applicable. The modification may be done "off wing," provided the modified MLG is reinstalled on the airplane.

(i) For Model A318 series airplanes; Model A319 series airplanes; and Model A320-211, -212, -214, -231, -232, and -233 airplanes: Messier-Bugatti-Dowty Service Bulletin 200-32-315, dated April 24, 2015.

(ii) For Model A321 series airplanes: Messier-Bugatti-Dowty Service Bulletin 201-32-63, dated April 24, 2015.

(2) Replace the MLG side stay assembly with a side stay assembly that has been modified in accordance with paragraph (g)(1) of this AD. Do the replacement using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or The European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

Note 1 to paragraph (g)(2) of this AD: Additional guidance for the replacement can be found in Chapter 32 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual.

Figure 1 to Paragraphs (g), (h), and (i) of This AD–Affected MLG Side Stay Assemblies

Models	Affected part Nos. (P/N)	Strike No. not cancelled
A318-111, -112, -121, and -122 airplanes	201166001-xxx [1]	12
A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and	201166002-xxx [1]	12
A320-211, -212, -214, -231, -232, and -233 airplanes	201166003-xxx [1]	12
	201166004-xxx [1]	12
	201166005-xxx [1]	12
	201166006-xxx [1]	12
	201166007-xxx [1]	12
	201166008-xxx [1]	12
	201166009-xxx [1]	12
	201166010-xxx [1]	12
	201166011-xxx [1]	12
	201166012-xxx [1]	12
	201166013-000 through 201166013-030 inclusive [2]	12
	201166014-000 through 201166014-030 inclusive [2]	12
A321-111, -112, and -131 airplanes	201390001-000 through 201390001-040 inclusive [2]	15
	201390002-000 through 201390002-040 inclusive [2]	15
	201527001-000 through 201527001-025 inclusive [2]	15
	201527002-000 through 201527002-025 inclusive [2]	15

A321-211, -212, -213, -231, and -232 airplanes	201524001-000 through 201524001-035 inclusive [2]	15
	201524002-000 through 201524002-035 inclusive [2]	15
	201660001-000 through 201660001-030 inclusive [2]	15
	201660002-000 through 201660002-030 inclusive [2]	15

[1] The 'xxx' used in this figure can be any 3-digit combination.
[2] Units having a P/N with no dash number after the first 9 digits are also affected. Units having a P/N with the first 9 digits and a dash number higher than those listed, are not affected by the requirements of this AD.

(h) Unaffected Airplanes

An airplane on which Airbus Modification (Mod) 156646, Airbus Mod 161202, or Airbus Mod 161346 has been embodied in production is not affected by the requirements of paragraph (g) of this AD, provided it is determined that no part having a part number identified in figure 1 to paragraphs (g), (h), and (i) of this AD, has been installed on that airplane since the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness. A review of the airplane maintenance records is acceptable to make this determination, provided that these records are accurate and can be relied upon to conclusively make that determination.

(i) Parts Installation Prohibition

As of the effective date of this AD, do not install on any airplane, an MLG side stay assembly having a part number, with the strike number not cancelled, as identified in figure 1 to paragraphs (g), (h), and (i) of this AD, unless it has been modified in accordance with the requirements of paragraph (g) of this AD.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-32-1429, dated September 10, 2015.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Branch, send it to the attention of the person identified in paragraph (l)(2) 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 corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): If any service information contains procedures or tests that are identified as RC, those 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.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0018R1, dated September 14, 2016, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-9071.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(3), (m)(4), and (m)(5) of this AD.

(m) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-32-1429, Revision 01, dated February 29, 2016.

(ii) Messier-Bugatti-Dowty Service Bulletin 200-32-315, dated April 24, 2015.

(iii) Messier-Bugatti-Dowty Service Bulletin 201-32-63, dated April 24, 2015.

(3) For Airbus service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96; fax: +33 5 61 93 44 51; email: account.airworth-eas@airbus.com; Internet: http://www.airbus.com.

(4) For Messier-Dowty service information identified in this AD, contact Messier-Dowty: Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, VA 20166-8910; telephone: 703-450-8233; fax: 703-404-1621; Internet: https://techpubs.services/messier-dowty.com.

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

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

Issued in Renton, Washington, on June 19, 2017.

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

2017-13-13 The Boeing Company: Amendment 39-18943; Docket No. FAA-2017-0126; Directorate Identifier 2016-NM-211-AD.

(a) Effective Date

This AD is effective August 9, 2017.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/$FILE/ST01219SE.pdf) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of frame web cracking at station (STA) 344 system penetration holes between stringer S-22L and stringer S-24L. We are issuing this AD to detect and correct such cracking, which could grow in size until frames sever. Multiple adjacent severed frames, or a severed frame near cracks in the chem-milled fuselage skin, could result in uncontrolled decompression of the airplane.

(f) Compliance

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

(g) Group 1 Airplanes: Inspections and Corrective Actions

For airplanes identified as Group 1 in Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016: Within 120 days after the effective date of this AD, accomplish actions to correct the unsafe condition (e.g. inspections, repairs, and corrective actions), using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) Group 2 Airplanes: Repetitive Inspections and Corrective Actions

For airplanes identified as Group 2 in Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016, except as required by paragraph (i)(1) of this AD: Do the inspections specified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016, except as required by paragraph (i)(2) of this AD. Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016. Do all applicable corrective actions before further flight.

(1) Do high frequency eddy current (HFEC), detailed, and general visual inspections for cracking of the left side section 41 lower lobe frames, between STA 268.25 and STA 360.

(2) Do detailed and general visual inspections for cracking of the right side section 41 lower lobe frames, between STA 268.25 and STA 360.

(3) Do an HFEC inspection for cracking of the right side STA 312, STA 328, and STA 344, section 41 lower lobe frames.

(i) Service Information Exceptions

(1) Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016, specifies a compliance time "after the original date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016, specifies to contact Boeing for repair instructions, and specifies that action as Required for Compliance (RC), this AD requires repair before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (k) 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 Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO, 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.

(4) Except as required by paragraph (i)(2) of this AD: For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (j)(4)(i) and (j)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Galib Abumeri, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5324; fax: 562-627-5210; email: galib.abumeri@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1354, dated December 2, 2016.

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

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

Issued in Renton, Washington, on June 21, 2017.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-13-14 The Boeing Company: Amendment 39-18944; Docket No. FAA-2016-9384; Directorate Identifier 2016-NM-154-AD.

(a) Effective Date

This AD is effective August 9, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-300ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 777-25A0677, dated April 25, 2016.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

(e) Unsafe Condition

This AD was prompted by a report that certain galley tripod mount assemblies were not attached to the tie rods in the overhead support structure. We are issuing this AD to detect and correct an unconnected galley tripod mount assembly to the tie rods in the overhead support structure, which can cause a galley to come loose under a high dynamic load, causing a risk of serious injury to passengers and the blocking of evacuation routes.

(f) Compliance

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

(g) Inspection and Corrective Actions

Within 12 months after the effective date of this AD: Do a detailed inspection of the area above the A2 and A3 galleys to make sure the hardware (i.e., pin assembly or bolt assembly) that connects the tripod mount assembly to the applicable T53 and T52 tie rods is installed, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 777-25A0677, dated April 25, 2016. Do all applicable corrective actions before further flight.

(h) Definition of Detailed Inspection

For the purposes of this AD, a detailed inspection is an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally

supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j) 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 Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, 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.

(4) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(4)(i) and (i)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled 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 RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Related Information

For more information about this AD, contact Allison Buss, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6495; fax: 425-917-6590; email: allison.buss@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 777-25A0677, dated April 25, 2016.

(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; telephone 562-797-1717; Internet https://www.myboeingfleet.com.

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

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

Issued in Renton, Washington, on June 22, 2017.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-14-01 Airbus: Amendment 39-18945; Docket No. FAA-2016-3984; Directorate Identifier 2014-NM-119-AD.

(a) Effective Date

This AD is effective August 10, 2017.

(b) Affected ADs

This AD replaces AD 2013-10-03, Amendment 39-17456 (78 FR 31386, May 24, 2013) ("AD 2013-10-03").

(c) Applicability

This AD applies to Airbus airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category, all serial numbers, except those airplanes that have embodied Airbus Modification 204421 or Airbus Modification 205289 in production.

(1) Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(2) Model A340-211, -212, -213, -311, -312, and -313 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Reason

This AD was prompted by reports of corroded and cracked bogie beams under the bogie stop pad. We are issuing this AD to detect and correct damage or corrosion under the bogie stop pad of both main landing gear (MLG) bogie beams; this condition could result in a damaged bogie beam and consequent detachment of the beam from the airplane, collapse of the MLG, or departure of the airplane from the runway, possibly resulting in damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Repetitive Inspections, Related Investigative Actions, and Corrective Actions

For Model A330-200, -200 Freighter, and -300 series airplanes; and Model A340-200 and -300 series airplanes; equipped with a MLG having part number (P/N) 201252 series, P/N 201490 series, or P/N 10-210 series: Do the applicable actions required by paragraph (g)(1) or (g)(2) of this AD.

(1) For airplanes equipped, as of the effective date of this AD, with a MLG that has been previously inspected, as specified in Airbus Service Bulletin A330-32-3220, Airbus Service Bulletin A330-32-3248, Airbus Service Bulletin A340-32-4264, or Airbus Service Bulletin A340-32-4286, as

applicable: At the applicable times specified in paragraphs (h)(1) and (h)(2) of this AD, do a detailed inspection for damage (e.g., cracking and fretting) and corrosion of the MLG sliding piston sub-assembly, bogie beam stop pad, and the bogie beam under the stop pad; and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-32-3248, Revision 05, including Appendix 1, dated May 4, 2016; or Airbus Service Bulletin A340-32-4286, Revision 02, including Appendix 1, dated January 5, 2016; as applicable; except as required by paragraph (j) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the inspection of the MLG sliding piston sub-assembly, bogie beam stop pad, and the bogie beam under the stop pad, thereafter, at intervals not to exceed 2,500 flight cycles or 24 months, whichever occurs first.

(2) For airplanes equipped, as of the effective date of this AD, with a MLG that has not been previously inspected, as specified in Airbus Service Bulletin A330-32-3220, Airbus Service Bulletin A330-32-3248, Airbus Service Bulletin A340-32-4264, or Airbus Service Bulletin A340-32-4286, as applicable: At the applicable times specified in paragraphs (h)(3) and (h)(4) of this AD, do a detailed inspection for damage (e.g., cracking and fretting) and corrosion of the MLG sliding piston sub-assembly, bogie beam stop pad, and the bogie beam under the stop pad; and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-32-3248, Revision 05, including Appendix 1, dated May 4, 2016; or Airbus Service Bulletin A340-32-4286, Revision 02, including Appendix 1, dated January 5, 2016; as applicable; except as required by paragraph (j) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the inspection of the MLG sliding piston sub-assembly, bogie beam stop pad, and the bogie beam under the stop pad, thereafter, at intervals not to exceed 2,500 flight cycles or 24 months, whichever occurs first.

(h) Compliance Times for the Actions Required by Paragraph (g) of This AD

Do the applicable actions required by paragraph (g) of this AD at the applicable time specified in paragraph (h)(1), (h)(2), (h)(3), or (h)(4) of this AD.

(1) For airplanes identified in paragraph (g)(1) of this AD having a MLG P/N 201252 series or P/N 201490 series: Before the accumulation of 2,500 total flight cycles or 24 months, whichever occurs first since the later of the times specified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) Since first flight after a MLG overhaul.

(ii) Since first flight after the most recent accomplishment of an inspection of the MLG, as specified in Airbus Service Bulletin A330-32-3220, Airbus Service Bulletin A330-32-3248, Airbus Service Bulletin A340-32-4264, or Airbus Service Bulletin A340-32-4286, as applicable.

(2) For airplanes identified in paragraph (g)(1) of this AD having a MLG P/N 10-210 series: Before the accumulation of 126 months since first flight of the MLG on an airplane or since first flight on an airplane after the most recent inspection of the MLG, as specified in Airbus Service Bulletin A330-32-3248, or Airbus Service Bulletin A340-32-4286, as applicable.

(3) For airplanes identified in paragraph (g)(2) of this AD having a MLG P/N 201252 series or P/N 201490 series: At the later of the times specified in paragraphs (h)(3)(i) and (h)(3)(ii) of this AD.

(i) Before the accumulation of 2,500 total flight cycles or 24 months, whichever occurs first since the later of the times specified in paragraphs (h)(3)(i)(A) and (h)(3)(i)(B) of this AD.

(A) Since first flight of the MLG on an airplane.

(B) Since first flight after a MLG overhaul.

(ii) Within 16 months after the effective date of this AD.

(4) For airplanes identified in paragraph (g)(2) of this AD having a MLG P/N 10-210 series: Before the accumulation of 126 months since first flight of the MLG on an airplane.

(i) Optional Overhaul

For the purposes of this AD, accomplishment of a MLG overhaul is acceptable instead of an inspection required by paragraph (g) of this AD. The inspections required by paragraph (g) of this AD are not terminated by a MLG overhaul, but are required at the next applicable compliance time required by paragraph (g) of this AD.

(j) Service Information Exception

If the applicable service information specified in paragraph (g) of this AD specifies to contact Messier-Dowty for instructions, or if any repair required by paragraph (g) of this AD is beyond the maximum repair allowance specified in the applicable service information specified in paragraph (g) of this AD: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(k) MLG Modification

For airplanes equipped with a MLG having P/N 201252 series or a MLG having P/N 201490 series: Before the accumulation of 126 months since first flight of the MLG on an airplane or since first flight on an airplane after the most recent overhaul as of the effective date of this AD, as applicable, replace that MLG with a MLG having P/N 201252 series or a MLG having P/N 201490 series that has an improved bogie beam, as defined in Airbus Service Bulletin A330-32-3275, dated December 23, 2015; or Airbus Service Bulletin A340-32-4305, dated December 23, 2015; as applicable; and in accordance with the Accomplishment Instructions of Messier-Bugatti-Dowty Service Bulletin A33/34-32-306, Revision 1, including Appendix A, dated May 31, 2016.

(l) Terminating Action Limitation

Accomplishment of corrective actions required by paragraph (g) of this AD does not constitute terminating action for the repetitive inspections required by this AD.

(m) Terminating Action for Certain Airplanes

(1) For airplanes with any MLG having P/N 10-210 series: Modification of the bogie beam of each MLG having P/N 10-210 series, as specified in Airbus Service Bulletin A330-32-3268, Revision 01, dated September 21, 2015; or Airbus Service Bulletin A340-32-4300, dated April 20, 2015; or Revision 01, dated September 21, 2015; as applicable; and in accordance with the Accomplishment Instructions of Messier-Bugatti-Dowty Service Bulletin A33/34-32-305, including Appendix A, dated April 13, 2015; constitutes terminating action for the repetitive inspection requirements of this AD for that airplane, provided that, following in-service modification, the airplane remains in the post-service bulletin configuration.

(2) For airplanes with any MLG having P/N 201252 series or P/N 201490 series: Installation of both left-hand and right-hand MLG having P/N 201252 series or P/N 201490 series that has an improved bogie beam, as required by paragraph (k) of this AD, constitutes terminating action for the repetitive inspections requirements of this AD for that airplane, provided that, following in-service modification, the airplane remains in the post-service bulletin configuration.

(n) Parts Installation Prohibition

Do not install on any airplane a pre-Airbus modification MLG having P/N 201252 series or a pre-Airbus modification MLG having P/N 201490 series, as specified in paragraph (n)(1) or (n)(2) of

this AD, as applicable; or a pre-Airbus modification MLG having P/N 10-210 series, as specified in paragraph (n)(3) or (n)(4) of this AD, as applicable.

(1) For any airplane that is in a post-Airbus Modification 205289 configuration, or on which the modification required by paragraph (k) of this AD has been done: From the effective date of this AD.

(2) For any airplane that is in a pre-Airbus Modification 205289 configuration, or on which the modification required by paragraph (k) of this AD has not been done: After modification of that airplane, as required by paragraph (k) of this AD.

(3) For any airplane that is in post-Airbus Modification 204421 configuration, or on which the modification specified in paragraph (m)(1) of this AD has been done: From the effective date of this AD.

(4) For an airplane that is in pre-Airbus Modification 204421, or on which the modification specified in paragraph (m)(1) of this AD has not been done: After modification of that airplane, as specified in paragraph (m)(1) of this AD.

(o) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraphs (o)(1)(i) through (o)(1)(vii) or (o)(2) of this AD, as applicable.

(i) Airbus Service Bulletin A330-32-3248, dated October 5, 2011, which is not incorporated by reference in this AD.

(ii) Airbus Service Bulletin A330-32-3248, Revision 01, including Appendix 01, dated December 13, 2012, which was incorporated by reference in AD 2013-10-03.

(iii) Airbus Service Bulletin A330-32-3248, Revision 02, dated April 16, 2014, which is not incorporated by reference in this AD.

(iv) Airbus Service Bulletin A330-32-3248, Revision 03, dated November 27, 2014, which is not incorporated by reference in this AD.

(v) Airbus Service Bulletin A330-32-3248, Revision 04, dated January 5, 2016, which is not incorporated by reference in this AD.

(vi) Airbus Service Bulletin A340-32-4286, dated October 5, 2011, which was incorporated by reference in AD 2013-10-03.

(vii) Airbus Service Bulletin A340-32-4286, Revision 01, dated November 27, 2014, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for the actions required by paragraph (k) of this AD, if those actions were performed before the effective date of this AD using Messier-Bugatti-Dowty Service Bulletin A33/34-32-306, dated December 21, 2015, which is not incorporated by reference in this AD.

(p) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Branch, send it to the attention of the person identified in paragraph (q)(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 2013-10-03 are not approved as AMOCs with this AD.

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

(3) Required for Compliance (RC): Except as required by paragraph (j) of this AD: If any service information contains procedures or tests that are identified as RC, those 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.

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0108, dated June 8, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-3984.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (r)(3), (r)(4), and (r)(5) 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) Airbus Service Bulletin A330-32-3248, Revision 05, including Appendix 1, dated May 4, 2016.

(ii) Airbus Service Bulletin A330-32-3268, Revision 01, dated September 21, 2015.

(iii) Airbus Service Bulletin A330-32-3275, dated December 23, 2015.

(iv) Airbus Service Bulletin A340-32-4286, Revision 02, including Appendix 1, dated January 5, 2016.

(v) Airbus Service Bulletin A340-32-4300, dated April 20, 2015.

(vi) Airbus Service Bulletin A340-32-4300, Revision 01, dated September 21, 2015.

(vii) Airbus Service Bulletin A340-32-4305, dated December 23, 2015.

(viii) Messier Bugatti Dowty Service Bulletin A33/34-32-305, including Appendix A, dated April 13, 2015.

(ix) Messier Bugatti Dowty Service Bulletin A33/34-32-306, Revision 1, including Appendix A, dated May 31, 2016.

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

(4) For Messier-Bugatti-Dowty service information identified in this final rule, contact Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, VA 20166-8910; phone: 703-450-8233; fax: 703-404-1621; Internet: https://techpubs.services/messier-dowty.com.

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

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

Issued in Renton, Washington, on June 23, 2017.
Chris Spangenberg,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2017-14-02 Bombardier, Inc.: Amendment 39-18946; Docket No. FAA-2017-0125; Directorate Identifier 2016-NM-193-AD.

(a) Effective Date

This AD is effective August 10, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model DHC-8-401 and DHC-8-402 airplanes, certificated in any category, as identified in Bombardier Service Bulletin 84-25-169, Revision B, dated February 17, 2017.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/furnishings.

(e) Reason

This AD was prompted by a report that a pilot was unable to move the rudder pedal due to an obstruction caused by the non-flying pilot's foot. We are issuing this AD to prevent an obstruction that could prevent rudder pedal movement during critical phases of flight or ground operations, potentially resulting in loss of control of the airplane.

(f) Compliance

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

(g) Inspection and Modification of Wiring Shrouds

Within 6 months after the effective date of this AD, do a one-time inspection to determine if wiring shrouds are installed, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-25-169, Revision B, dated February 17, 2017.

(1) If the airplane does not have wiring shrouds installed, no further action is required by this AD.

(2) If the airplane has wiring shrouds installed, before further flight, modify the wiring shrouds in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-25-169, Revision B, dated February 17, 2017.

Note 1 to paragraph (g) of this AD: Installation of wiring shrouds was provided in Bombardier Modification Summary Package (ModSum) IS4Q2500035-1, Revision A, dated July 26, 2011;

Revision B, dated October 10, 2013; Revision C, dated March 26, 2014; or Revision D, dated February 26, 2016; or ModSum IS4Q2500035-2, Revision A, dated July 26, 2011; Revision B, dated October 10, 2013; Revision C, dated March 26, 2014; or Revision D, dated February 26, 2016.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-25-169, Revision A, dated April 25, 2016.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, 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.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2016-27, dated September 14, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0125.

(2) For more information about this AD, contact Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7318; fax: 516-794-5531.

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

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-25-169, Revision B, dated February 17, 2017.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on June 23, 2017.
Chris Spangenberg,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.