

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2020-18

8/17/2020 - 8/30/2020



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; R – Replaces, A – Affects

Biweekly 2020-01

2019-23-04		The Boeing Company	727, 727-100, 727C, 727-100C, 727-200, and 727-200F
2019-23-16		The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2019-24-12		De Havilland Aircraft of Canada Limited	DHC-8-401 and -402
2019-24-13		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-24-14		328 Support Services GmbH	328-100
2019-24-15		The Boeing Company	737-900ER
2019-24-16	R 2017-16-08	Embraer S.A	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2019-24-18		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F, 757-200, -200PF, -200CB, and -300, 767-200, -300, -300F, and -400ER
2019-25-13		Engine Alliance	GP7270 and GP7277
2019-25-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER

Biweekly 2020-02

2019-22-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), Model CL-600-2E25 (Regional Jet Series 1000)
2019-23-14		The Boeing Company	37-100, -200, -200C, -300, -400, and -500
2019-24-01		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -231, -212, -213, and -232, A330-201, -202, -203, -223, -223F, -243, and -243F, A340-211, -212, -213, -311, -312, -313, -541, and -642
2019-25-10		Fokker Services B.V	F28 Mark 0070 and 0100
2019-25-11		Viking Air Limited	CL-215-1A10, CL-215-6B11 (CL-215T Variant)
2019-25-12	R 2016-18-02	The Boeing Company	777-200 and -300ER
2019-25-14		The Boeing Company	777-300ER and 777F
2019-25-15		Fokker Services B.V	F28 Mark 0100
2019-25-16	R 2017-06-08	Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL
2019-25-18		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2019-25-19		Airbus SAS	A350-941
2020-01-11	R 2017-12-07	The Boeing Company	737-800, -900, and -900ER
2020-01-55	E	General Electric Company	GE90-110B1 and GE90-115B

Biweekly 2020-03

2019-25-20		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G; C-130A, C-130B, C-130BL, C-130E, C-130H, C-130H-30, C-130J, C-130J-30, EC-130Q, HC-130H, KC-130H, NC-130B, NC-130, and WC-130H airplanes
2019-25-55		The Boeing Company	737-300, -400, and -700 series airplanes
2019-26-01		Airbus SAS	A350-941 and -1041 airplanes
2020-01-12	A 2017-16-12	Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-13	R 2018-19-26	Dassault Aviation	MYSTERE-FALCON 200 airplanes
2020-01-14	A 2010-26-05	Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2020-01-17		Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-18	R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

Biweekly 2020-04

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

Biweekly 2020-05

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

Biweekly 2020-06

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-05-01		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3 model turbofan engines
2020-05-10		Dassault Aviation	FALCON 7X airplanes
2020-05-12		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600 airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-06-01	R 2018-25-09 R 2019-12-01	CFM International, S.A.	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan engines
Biweekly 2020-07			
2020-04-19	R 2017-15-01	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-15		Airbus SAS	A319-131, -132, -133; A320-231, -232, -233; and A321-131, -231, -232 airplanes
2020-05-16		Airbus SAS	A319-115; A320-214, -216, -232, -251N, -271N; and A321-211, -231, -251N, -251NX, -253N, -271N, -271NX, -272N airplanes
2020-05-17		Airbus SAS	A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N, and A320-271N airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-05-19		Airbus SAS	A319-112, -115, -132; and A320-214, -216, -232 -233 airplanes
2020-05-21		Yaborã Indústria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-05-22		Yaborã Indústria Aeronáutica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; and ERJ 170-200 LR, -200 SU, -200 STD, -200 LL airplanes
2020-05-24	R 2010-26-01	The Boeing Company	777-200 series airplanes
2020-05-28	R 2019-11-08	International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2020-06-02		International Aero Engines LLC	PW1122G-JM, PW1124G1-JM, PW1124G-JM, PW1127GA-JM, PW1127G1-JM, PW1127G-JM, PW1133G-JM, PW1133GA-JM, PW1130G-JM, and PW1129G-JM turbofan engines
2020-06-14		The Boeing Company	787-8, 787-9, and 787-10 airplanes
2020-07-51	E	International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines
Biweekly 2020-08			
2020-04-15		The Boeing Company	757-200, -200PF, -200CB, and -300 series; 767-200, -300, and -300F series airplanes
2020-04-16		Yaborã Indústria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-04-17		Airbus SAS Model	A350-941 and -1041 airplanes
2020-04-20		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-04-22	R 2018-19-27 R 2014-16-12 A 2010-26-05	Dassault Aviation	FALCON 2000EX airplanes
2020-05-25		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-05-26		The Boeing Company	787-8 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-05-27 2020-06-10		Bombardier, Inc. Airbus SAS	BD-700-1A10 and BD-700-1A11 airplanes A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2020-06-15 2020-06-16	R 2017-03-02	Fokker Services B.V. Rolls-Royce Deutschland Ltd. & Co. KG	F28 Mark 0100 airplanes RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2020-06-17	R 2011-09-06	Airbus SAS	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A330-941; A340-211, -212, and -213; A340-311, -312, and -313; A340-541 and -642 airplanes
2020-06-18		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes
2020-07-02		Pratt & Whitney	PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 turbofan engines
2020-07-10 2020-08-01		Airbus SAS General Electric Company	A320-271N; A321-271N, -271NX, and -272N airplanes CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1 turbofan engines
Biweekly 2020-09			
2020-07-11		ATR–GIE Avions de Transport Regional	ATR42-200, -300, -320, and -500; ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-12		ATR–GIE Avions de Transport Regional	ATR42-500
2020-07-13 2020-07-14		Bombardier, Inc The Boeing Company	BD-100-1A10 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
2020-07-16	R 2016-16-09 R 2019-03-20 A 2014-16-23	Dassault Aviation	FALCON 7X
2020-07-17 2020-07-18	R 2017-05-12	Saab AB, Support and Services Airbus SAS	SAAB 2000 A318-112; A319-111, -112, -115, -132, and -133; A320-214, -216, -232, and -233; A321-211, -212, -213, -231, and -232
2020-07-19		ATR–GIE Avions de Transport Regional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-20	R 2004-06-01 R 2009-06-09 A 2008-17-01 R1 A 2012-01-08	Support Services GmbH	328-100
2020-07-21		Yabora Industria Aeronautica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-07-51		International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2020-08-02		Thales AVS France SAS	Global Positioning System/Satellite Based Augmentation System receivers
2020-08-03	R 2008-22-24	Rolls-Royce Deutschland Ltd & Co KG	RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB-211-535E4-B-75
2020-08-04		International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM
2020-09-03		International Aero Engines AG	V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2531-E5, and V2533-A5

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

Biweekly 2020-10

2020-08-11		Yabora Industria Aeronautica S.A.	ERJ 190-300 and ERJ 190-400
2020-08-12		The Boeing Company	747-8 and 747-8F series
2020-08-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440); CL-600-2C10 (Regional Jet Series 700, 701 & 702); CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)

Biweekly 2020-11

2020-06-19		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2020-09-10	R 2018-25-04	Airbus Canada Limited Partnership	BD-500-1A10; BD-500-1A11
2020-09-11	R 2017-06-06 R 2019-12-10 A 2012-12-07	Fokker Services B.V.	F28 Mark 0070 and 0100
2020-09-12		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 series
2020-09-13	A 2009-01-06 R1 A 2012-01-08	328 Support Services GmbH	328-300
2020-09-14	R 2020-03-12	Airbus SAS	A350-941 and -1041
2020-09-16	R 2000-17-09 R 2008-04-19 R1 R 2015-26-09 A 2018-18-05	ATR-GIE Avions de Transport Regional	ATR42-200, -300, and -320
2020-10-04		General Electric Company	GE90-110B1 and GE90-115B
2020-10-05		Rockwell Collins, Inc.	Flight Management Systems
2020-10-10	R 2016-07-28	The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87)
2020-11-04		Learjet Inc.	60

Biweekly 2020-12

2020-11-11		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2020-12-03		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-97

Biweekly 2020-13

2020-11-10		Bombardier, Inc.	BD-100-1A10
2020-11-13	R 2010-23-04	De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2020-11-14		Bombardier, Inc.	BD-100-1A10
2020-12-01		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-75, XWB-79, XWB-79B, and XWB-84
2020-12-06		Gulfstream Aerospace Corporation	G-IV
2020-13-04	R 2017-09-06	General Electric Company	GENx-1B and GENx-2B

Biweekly 2020-14

2020-11-01		Gulfstream Aerospace Corporation	GVI
2020-11-12		The Boeing Company	737-8 and 737-9
2020-13-06		Pratt & Whitney Canada Corp.	PW150A
2020-13-07		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-D2, Trent 1000-J2, and Trent 1000-K2
2020-14-02		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series

Biweekly 2020-15

2020-12-11		Airbus SAS	A319-111, -112, -113, -114, -115, -151N, -153N; A320-251N, -252N, -253N, -271N, -272N, -273N; A321-251N, -
------------	--	------------	--

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-12-12		Yabora Industria Aeronautica S.A.	251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-12-15		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2020-13-08	R 2005-23-09	General Electric Company	CF6-80E1A1, -80E1A2, -80E1A3, -80E1A4, and -80E1A4/B
2020-14-04		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H
2020-14-09		The Boeing Company	737-8 and 737-9
Biweekly 2020-16			
2020-14-03		The Boeing Company	737-300, -400, and -500 series
2020-14-05		Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133
2020-14-08		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-15-02		Gulfstream Aerospace LP	G280
2020-15-03	R 2016-07-13	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
2020-15-04	R 2018-03-22	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200
2020-15-07		Rolls-Royce Deutschland Ltd & Co KG	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36
2020-15-08		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-A2, Trent 1000-AE, Trent 1000-AE2, Trent 1000-C, Trent 1000-C2, Trent 1000-CE, Trent 1000-CE2, Trent 1000-D, Trent 1000-D2, Trent 1000-E, Trent 1000-E2, Trent 1000-G, Trent 1000-G2, Trent 1000-H, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-09		Airbus SAS	A330-941
2020-15-10		Airbus SAS	A350-941
2020-15-12	R 2018-08-02	Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-14	R 2015-13-06	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
2020-16-13		Rolls-Royce Corporation	AE 3007A, AE 3007A1, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3
2020-16-51	E	The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and 900ER series

Biweekly 2020-17

2020-12-13	A 2016-17-15	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2020-12-14		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2020-12-16		Airbus SAS	A320-214, -216, -231, -232, -233, -251N, -271N
2020-16-01		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, -272NX
2020-16-51		The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2020-18			
2020-15-20	R 2019-03-11	Airbus SAS	A350-941 and -1041
2020-15-21		Airbus SAS	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2020-16-17		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84
2020-16-18		Airbus SAS	A310-203, -204, -221, -222, -304, -322, -324, and -325
2020-17-01		Airbus SAS	A319-115 and -153N; A320-214, -216, -232, -251N, -252N, -271N, and -273N; A321-211, -231, -251N, -253N, -271N, -272N, -251NX, -252NX, -253NX, and -271NX
2020-17-02		The Boeing Company	747-8 and -8F series; 787-8, -9, and -10
2020-17-03		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2020-17-04	R 2019-03-06	The Boeing Company	737-300, -400, and -500 series
2020-17-12		Dassault Aviation	MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX
2020-18-51	E	Sandia Attitude Indicator	Attitude Indicator



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-15-20 Airbus SAS: Amendment 39-21183; Docket No. FAA-2020-0217; Product Identifier 2019-NM-193-AD.

(a) Effective Date

This AD is effective October 2, 2020.

(b) Affected ADs

This AD replaces AD 2019-03-11, Amendment 39-19563 (84 FR 5584, February 22, 2019) (“AD 2019-03-11”).

(c) Applicability

This AD applies to Airbus SAS Model A350-941 and -1041 airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before August 20, 2019.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address safety-significant latent failures that would, in combination with one or more other specific failures or events, result in a hazardous or catastrophic failure condition.

(f) Compliance

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

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

This paragraph restates the requirements of paragraph (g) of AD 2019-03-11, with no changes. Within 90 days after March 29, 2019 (the effective date of AD 2019-03-11), revise the existing maintenance or inspection program, as applicable, to incorporate Airbus A350 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 04, dated December 15, 2017, as supplemented by Airbus A350 ALS Part 3, Certification Maintenance Requirements (CMR), Variation 4.2, dated July 26, 2018. The initial compliance time for accomplishing the actions is at the applicable times specified in Airbus A350 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 04, dated December 15, 2017, as supplemented by Airbus A350 ALS Part 3, Certification Maintenance

Requirements (CMR), Variation 4.2, dated July 26, 2018; or within 90 days after March 29, 2019; whichever occurs later.

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

This paragraph restates the requirements of paragraph (h) of AD 2019-03-11, with a new exception. Except as required by paragraph (i) of this AD, after the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals, may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (l)(1) of this AD.

(i) New Maintenance or Inspection Program Revision

Except as specified in paragraph (j) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0288, dated November 28, 2019 (“EASA AD 2019-0288”). Accomplishing the maintenance or inspection program revision required by this paragraph terminates the requirements of paragraph (g) of this AD.

(j) Exceptions to EASA AD 2019-0288

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2019-0288 do not apply to this AD.

(2) Paragraph (3) of EASA AD 2019-0288 specifies revising “the approved AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, to incorporate the “maintenance tasks and associated thresholds and intervals” specified in paragraph (3) of EASA AD 2019-0288 within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2019-0288 is at the applicable “associated thresholds” specified in paragraph (3) of EASA AD 2019-0288, or within 90 days after the effective date of this AD, whichever occurs later.

(4) The provisions specified in paragraphs (4) and (5) of EASA AD 2019-0288 do not apply to this AD.

(5) The “Remarks” section of EASA AD 2019-0288 does not apply to this AD.

(k) New Provisions for Alternative Actions or Intervals

After the maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections) or intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2019-0288.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (m) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your

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

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0288 that contains RC procedures and tests: Except as required by paragraph (1)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(m) Related Information

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

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 2, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0288, dated November 28, 2019.

(ii) [Reserved]

(4) The following service information was approved for IBR on March 29, 2019 (84 FR 5584, February 22, 2019).

(i) Airbus A350 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 04, dated December 15, 2017.

(ii) Airbus A350 ALS Part 3, Certification Maintenance Requirements (CMR), Variation 4.2, dated July 26, 2018.

(5) For information about EASA AD 2019-0288, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(6) For information about Airbus SAS material, contact Airbus SAS, Airworthiness Office–EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email continued-airworthiness.a350@airbus.com; internet <http://www.airbus.com>.

(7) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0217.

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

Issued on July 16, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18936 Filed 8-27-20; 8:45 am]



2020-15-21 Airbus SAS: Amendment 39-21184; Docket No. FAA-2020-0106; Product Identifier 2020-NM-005-AD.

(a) Effective Date

This AD is effective October 1, 2020.

(b) Affected ADs

None.

(c) Applicability

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

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

(d) Subject

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

(e) Reason

This AD was prompted by a determination that certain inspection procedures specified the inspection area as stringer (STR) 43 right-hand (RH) at fuselage frame (FR) 67 instead of STR 44 RH at fuselage FR 67. The FAA is issuing this AD to address potential undetected damage, which could affect the structural integrity of the affected area, leading to potential in-flight loss of the bulk cargo door, and possible consequent damage to the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0315, dated December 23, 2019 ("EASA AD 2019-0315").

(h) Exceptions to EASA AD 2019-0315

(1) Where EASA AD 2019-0315 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0315 does not apply to this AD.

(3) Where EASA AD 2019-0315 specifies to comply with “the instructions of the AOT,” this AD requires compliance with the procedures marked as required for compliance (RC) in the alert operators transmission (AOT).

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0315 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0315 that contains RC procedures and tests: Except as required by paragraph (j)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Related Information

For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3229; email: vladimir.ulyanov@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0315, dated December 23, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0315, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0106.

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

Issued on July 20, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-18820 Filed 8-26-20; 8:45 am]



2020-16-17 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate previously held by Rolls-Royce plc): Amendment 39-21201; Docket No. FAA-2020-0265; Project Identifier MCAI-2019-00131-E.

(a) Effective Date

This AD is effective September 21, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd. & Co KG (Type Certificate previously held by Rolls-Royce plc) Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 model turbofan engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by reports of a lack of weld fusion on the resistance welding during manufacturing, which could result in air leakage through the low-pressure turbine (LPT) rear support seal panel assembly (“LPT seal panel”) causing a life reduction to the intermediate-pressure turbine (IPT) 2 and LPT 1 disks. The FAA is issuing this AD to prevent failure of the IPT 2 and LPT 1 disks. The unsafe condition, if not addressed, could result in uncontained debris release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

During the next qualified shop visit after the effective date of this AD, or during the current shop visit, if, on the effective date of this AD, the engine or module 51 is in a qualified shop visit, remove the affected LPT seal panel from service and replace it with a part eligible for installation in accordance with the Accomplishment Instructions, paragraph 3.A., of Rolls-Royce plc Alert Non-Modification Service Bulletin (NMSB) Trent XWB 72-AJ994, Revision 2, dated August 29, 2019.

(h) Definitions

(1) For the purpose of this AD, a “qualified shop visit” is a Level 4 (Overhaul) or Level 3 (Refurbishment) shop visit of an affected engine with an affected LPT seal panel installed, or Level 2 shop visit (Check and Repair) of module 51 with an affected LPT seal panel installed.

(2) For the purpose of this AD, “module 51” is the IPT module.

(3) For the purpose of this AD, an “affected LPT seal panel” is LPT rear support seal panel assembly, identified as catalogue serial number (CSN) 72512301890, with a serial number (S/N) listed in Appendix 1 of RR Alert NMSB Trent XWB 72-AJ994, Revision 2, dated August 29, 2019. This appendix additionally lists the module 51 S/N and engine S/N in which these panels were originally installed.

(4) For the purpose of this AD, a “part eligible for installation” is a LPT seal panel, CSN 72512301890, with a S/N not listed in Appendix 1 of RR Alert NMSB Trent XWB 72-AJ994, Revision 2, dated August 29, 2019.

(i) Credit for Previous Actions

You may take credit for replacement of the LPT seal panel requirements of paragraph (g) of this AD if you performed the replacement before the effective date of this AD using RR Alert NMSB Trent XWB 72-AJ994, Revision 1, dated November 15, 2018, or Initial Issue, dated September 5, 2018.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(2) Refer to European Union Aviation Safety Agency AD 2019-0071, dated March 28, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0265.

(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) Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin Trent XWB 72-AJ994, Revision 2, dated August 29, 2019.

(ii) [Reserved]

(3) For RR service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Blankenfelde-Mahlow, Germany; phone: 9 011 49 03370860.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued on July 29, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-17822 Filed 8-14-20; 8:45 am]



2020-16-18 Airbus SAS: Amendment 39-21202; Docket No. FAA-2020-0682; Product Identifier 2020-NM-090-AD.

(a) Effective Date

This AD becomes effective September 9, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking found at certain fuselage frames. The FAA is issuing this AD to address crack initiation and propagation, which could result in reduced structural integrity of the fuselage.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0112R1, dated May 27, 2020 (“EASA AD 2020-0112R1”).

(h) Exceptions to EASA AD 2020-0112R1

(1) Where EASA AD 2020-0112R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0112R1 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0112R1 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax: 206-231-3225; email: Dan.Rodina@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0112R1, dated May 27, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0112R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0682.

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

Issued on July 30, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18539 Filed 8-24-20; 8:45 am]



2020-17-01 Airbus SAS: Amendment 39-21206; Docket No. FAA-2020-0688; Project Identifier MCAI-2020-00901-T.

(a) Effective Date

This AD becomes effective September 15, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus SAS airplanes specified in paragraphs (c)(1) through (3) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0148, dated July 6, 2020 (“EASA AD 2020-0148”).

(1) Model A319-115 and -153N airplanes.

(2) Model A320-214, -216, -232, -251N, -252N, -271N, and -273N airplanes.

(3) Model A321-211, -231, -251N, -253N, -271N, -272N, -251NX, -252NX, -253NX, and -271NX airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of fuel leaks at the interface of the low pressure shut off valves on the pylon areas of engines 1 and 2 due to improperly installed parts during production. The FAA is issuing this AD to address incorrect installation of the low pressure shut off valves, which could result in fuel spillage in the flammable zone. This condition, if not corrected, could result in an uncontrollable fire in an engine pylon.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0148.

(h) Exceptions to EASA AD 2020-0148

(1) Where EASA AD 2020-0148 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0148 does not apply to this AD.

(3) Where EASA AD 2020-0148 specifies to comply with “the instructions of the AOT,” this AD requires compliance with the procedures marked as “RC” (required for compliance) in the Alert Operators Transmission (AOT); except, where paragraph (1) of EASA AD 2020-0148 specifies accomplishing a detailed inspection “in accordance with the instructions of the AOT,” this AD requires accomplishing a detailed inspection “in accordance with the instructions in steps 2 through 4 of the AOT.”

(i) No Reporting

Although the service information specified in EASA AD 2020-0148 includes reporting certain information to the manufacturer as an “RC” (required for compliance) step, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(3) Required for Compliance (RC): Except as required by paragraphs (h)(3) and (j)(2) of this AD, for service information that contains steps that are labeled as “RC” (required for compliance), the provisions of paragraphs (j)(3)(i) and (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.

(ii) Steps not referenced in EASA AD 2020-0148 that contains RC procedures and tests: RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0148, dated July 6, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0148, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0688.

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

Issued on August 5, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18489 Filed 8-24-20; 8:45 am]



2020-17-02 The Boeing Company: Amendment 39-21207; Docket No. FAA-2020-0690; Project Identifier AD-2020-00860-T.

(a) Effective Date

This AD is effective August 25, 2020.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model 747-8 and -8F series airplanes, certificated in any category, with an original standard airworthiness certificate or original export certificate of airworthiness issued on or before October 31, 2020.

(2) Model 787-8, -9, and -10 airplanes, certificated in any category, with an original standard airworthiness certificate or original export certificate of airworthiness issued on or before October 31, 2020, and equipped with General Electric Model GENx-1B engines.

(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel; 73, Engine.

(e) Unsafe Condition

This AD was prompted by a report that Kathon FP 1.5 biocide, when used as a fuel additive and running through the engines, can lead to significant engine anomalies. The FAA is issuing this AD to prevent these anomalies, which could result in loss of thrust control on both engines because the fuel systems for both engines are likely to be similarly affected. Loss of thrust control on both engines could result in failure to climb on takeoff, a forced off-airport landing, or an unacceptably high flightcrew workload.

(f) Compliance

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

(g) Removal of Kathon FP 1.5 Biocide

(1) For airplanes identified in paragraphs (g)(1)(i) and (ii) of this AD: Before further flight, remove Kathon FP 1.5 biocide from the fuel tanks and engines, as applicable, in accordance with Boeing Multi-Operator Message MOM-MOM-20-0577-01B, dated July 13, 2020 (for Model 747-8

and -8F series airplanes); or MOM-MOM-20-0578-01B, dated July 14, 2020 (for Model 787-8, -9, and -10 airplanes); as applicable.

(i) Airplanes that have operated for fewer than 30 flight cycles after the last treatment with Kathon FP 1.5 biocide.

(ii) Airplanes having any engine that has operated for fewer than 30 flight cycles after the last exposure to Kathon FP 1.5 biocide.

(2) No action is required by paragraph (g) of this AD for the engines on which General Electric confirmed via a GE Salesforce case response that the engines are operating as expected.

(h) Airplane Flight Manual (AFM) Revision for Fuel Additive Limitation

Within 30 days after the effective date of this AD, revise the Certificate Limitations section of the existing Boeing 787 AFM or Boeing 747-8 AFM to include the information specified in figure 1 or 2 to paragraph (h) of this AD, as applicable. This may be done by inserting a copy of this AD into the existing AFM. When a statement identical to that in figure 1 or figure 2 to paragraph (h) of this AD has been included in the general revisions of the existing Boeing 787 AFM or Boeing 747-8 AFM, as applicable, the general revisions may be inserted into the existing AFM, and the copy of this AD may be removed from the existing AFM.

Figure 1 to paragraph (h) – AFM revision of Certificate Limitations section for Model 787-8, -9, and -10 Airplanes Equipped with Model GENx-1B Engines

(Required by AD 2020-17-02)
Engines – Fuel system
Operation of the GENx-1B series engines with fuel containing Kathon FP 1.5 biocide is prohibited.

Figure 2 to paragraph (h) – AFM revision of Certificate Limitations section for Model 747-8 and -8F Airplanes

(Required by AD 2020-17-02)
Engines – Fuel system
Operation of the GENx-2B series engines with fuel containing Kathon FP 1.5 biocide is prohibited.

(i) Fueling Placard Installation

Concurrently with accomplishing the actions required by paragraph (h) of this AD, or within 30 days after the issuance of an original standard airworthiness certificate or original export certificate of airworthiness, whichever occurs later: Install a placard with letters having a minimum height of 0.20 inch on white or light gray background containing the text “DO NOT OPERATE ENGINE WITH KATHON™ FP 1.5 BIOCID FUEL ADDITIVE” on the interior area of the refuel access panel in a location that allows refueling personnel full view of the placard text when the access door is open.

(j) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed until the applicable actions required by paragraph (g) of this AD have been accomplished.

(k) Alternative Methods of Compliance (AMOCs)

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

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

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

(l) Related Information

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

(m) Material Incorporated by Reference

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

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

(i) Boeing Multi-Operator Message MOM-MOM-20-0577-01B, dated July 13, 2020.

(ii) Boeing Multi-Operator Message MOM-MOM-20-0578-01B, dated July 14, 2020.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister 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, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

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

Issued on August 6, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18491 Filed 8-24-20; 8:45 am]



2020-17-03 Airbus SAS: Amendment 39-21208; Docket No. FAA-2020-0201; Product Identifier 2020-NM-007-AD.

(a) Effective Date

This AD is effective October 2, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model airplanes specified in paragraphs (c)(1) through (4) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0005, dated January 13, 2020 (“EASA AD 2020-0005”).

- (1) Model A318-111, -112, -121, and -122 airplanes.
- (2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes.
- (4) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of fatigue cracks on continuity fittings at the lower framing of the front windshield on airplanes on which Airbus Production Modification 22058 (which is included in Airbus Modification 21999) has been embodied. Additional analysis showed that certain certification requirements for damage tolerance and fatigue are not met on airplanes in a post-production Modification 22058 configuration. The FAA is issuing this AD to address this condition, which could lead to failure of the continuity fittings at the lower node of the windshield central frame, possibly resulting in decompression of the airplane and injury to occupants.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0005.

(h) Exceptions to EASA AD 2020-0005

(1) Where EASA AD 2020-0005 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0005 does not apply to this AD.

(3) Paragraph (8) of EASA AD 2020-0005 specifies to report inspection results to Airbus within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

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

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

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0005 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

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

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0005, dated January 13, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0005, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0201.

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

Issued on August 6, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18930 Filed 8-27-20; 8:45 am]



2020-17-04 The Boeing Company: Amendment 39-21209; Docket No. FAA-2020-0107; Product Identifier 2019-NM-205-AD.

(a) Effective Date

This AD is effective September 29, 2020.

(b) Affected ADs

This AD replaces AD 2019-03-06, Amendment 39-19558 (84 FR 5587, February 22, 2019) (“AD 2019-03-06”).

(c) Applicability

This AD applies to The Boeing Company Model 737-300, -400, and -500 series airplanes, certificated in any category, as identified in the service information specified in paragraphs (c)(1) and (2) of this AD.

(1) Boeing Special Attention Service Bulletin 737-25-1728, Revision 1, dated November 26, 2019.

(2) Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report indicating that the passenger service units (PSUs) became separated from their attachments during several survivable accident sequences, and by the determination that additional actions are necessary for five airplanes. The FAA is issuing this AD to address the potential for the PSUs to detach and fall into the cabin, which could lead to passenger injuries and impede egress during an evacuation.

(f) Compliance

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

(g) Required Actions

(1) For airplanes identified in Boeing Special Attention Service Bulletin 737-25-1728, Revision 1, dated November 26, 2019: At the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Special Attention Service Bulletin 737-25-1728, Revision 1, dated November 26, 2019, do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the

Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-25-1728, Revision 1, dated November 26, 2019.

(2) For airplanes identified in Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017: Except as required by paragraph (h) of this AD, at the applicable times specified in the “Compliance” paragraph of Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017.

Note 1 to paragraph (g)(2): Guidance for accomplishing the actions required by paragraph (g)(2) of this AD can be found in Boeing Service Bulletin 737-25-1758, dated November 8, 2017, which is referred to in Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017.

(h) Exception to Service Information Specifications

Where Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017, uses the phrase “the original issue date of the Requirements Bulletin (RB),” this AD requires using March 29, 2019 (the effective date of AD 2019-03-06).

(i) Credit for Previous Actions

(1) For airplanes identified as Group 3 in Boeing Service Bulletin 737-25-1728, Revision 1, dated November 26, 2019: This paragraph provides credit for the actions specified in paragraph (g)(1) of this AD, provided those actions were performed before the effective date of this AD using Boeing Service Bulletin 737-25-1728, dated October 10, 2016, and provided lanyards are installed on the life vest panels, using either Boeing Service Bulletin 737-25-1728, dated October 10, 2016; or Revision 1, dated November 26, 2019.

(2) For airplanes not identified in paragraph (i)(1) of this AD: This paragraph provides credit for the actions specified in paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 737-25-1728, dated October 10, 2016.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (j)(4)(i) and (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

(1) For more information about this AD, contact Scott Craig, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3566; email: Michael.S.Craig@faa.gov.

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

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 29, 2020.

(i) Boeing Special Attention Service Bulletin 737-25-1728, Revision 1, dated November 26, 2019.

(ii) [Reserved]

(4) The following service information was approved for IBR on March 29, 2019 (84 FR 5587, February 22, 2019).

(i) Boeing Requirements Bulletin 737-25-1758 RB, dated November 8, 2017.

(ii) [Reserved]

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

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

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

Issued on August 6, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18540 Filed 8-24-20; 8:45 am]



2020-17-12 Dassault Aviation: Amendment 39-21217; Docket No. FAA-2020-0777; Project Identifier MCAI-2020-01071-T.

(a) Effective Date

This AD becomes effective September 9, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0168R1, dated July 29, 2020 (“EASA AD 2020-0168R1”).

(d) Subject

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

(e) Reason

This AD was prompted by reports of loose or missing nuts on the pilot and co-pilot ventral seat belt attachment points. The FAA is issuing this AD to address this condition, which could lead to detachment of the seat belt at a critical phase of flight such as landing or, in the case of turbulence or emergency landing, resulting in the flight crew becoming unrestrained from their seat, causing injury to the flight crew and/or subsequent loss of control of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0168R1.

(h) Exceptions to EASA AD EASA AD 2020-0168R1

(1) Where EASA AD 2020-0168R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (2) of EASA AD 2020-0168R1 specifies actions if, “deficiencies (as defined in the applicable inspection SB) are found on,” for this AD deficiencies are defined as any missing nuts or any axial end play on any bolt assemblies (loose nuts).

(3) Paragraph (4) of EASA AD 2020-0168R1 provides credit for “accomplishment of a ‘C’ check (as per Dassault definition).” For this AD, that credit is allowed provided it can be conclusively determined that each affected part was inspected as specified in that ‘C’ check.

(4) The “Remarks” section of EASA AD 2020-0168R1 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0168R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0168R1, dated July 29, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0168R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material

at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0777.

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

Issued on August 13, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-18488 Filed 8-24-20; 8:45 am]



DATE: August 28, 2020
AD #: 2020-18-51

Emergency Airworthiness Directive (AD) 2020-18-51 is sent to owners and operators of various aircraft with Sandia attitude indicator (attitude indicator) part number (P/N) 306171-10 or 306171-20 installed. These attitude indicators may be marked as BendixKing Model KI-300 or Sandia Model SAI-340A.

Background

This emergency AD was prompted by a report of three failed attitude indicator P/N 306171-10 units. Following the initial report, investigation has revealed a total of 54 failed attitude indicator P/N 306171-10 units. Attitude indicator P/N 306171-20 is affected by the same unsafe condition because it is identical to P/N 306171-10. The effect of the failure was erroneous attitude data provided to the pilot and autopilot, if equipped. In some instances, the pilot is unaware that the data is erroneous or unreliable. In other instances, where the aircraft is equipped with multiple displays, the pilot may be provided with conflicting information, but will have no way to determine which display contains the correct data. This condition, if not addressed, could result in aeronautical decision-making based on erroneous attitude information, which may result in loss of control of the aircraft.

FAA's Determination

The FAA is issuing this AD after evaluating all the relevant information and determining the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

Emergency AD Requirements

This emergency AD requires, before further flight, revising the existing Airplane Flight Manual (AFM) for your airplane to prohibit operation under Instrument Flight Rules (IFR) or night Visual Flight Rules (VFR) and prohibit coupling the autopilot with an affected attitude indicator.

Revising the existing AFM for your airplane may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417. This authority is not applicable to aircraft being operated under 14 CFR part 119.

Interim Action

The FAA considers this AD interim action. If final action is later identified, the FAA might consider further rulemaking then.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency AD

The FAA is issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2020-18-51 Sandia Attitude Indicator: Project Identifier AD-2020-01232-Q.

(a) Effective Date

This AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sandia attitude indicator (attitude indicator) part number (P/N) 306171-10 or 306171-20. These attitude indicators may be marked as BendixKing Model KI-300 or Sandia Model SAI-340A. They may be installed on airplanes certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3420, Attitude and Direction Data System.

(e) Unsafe Condition

This AD was prompted by reports of 54 failed attitude indicators, which produced erroneous attitude data to the pilot and autopilot, if equipped. The FAA is issuing this emergency AD to prevent aeronautical decision-making based on erroneous attitude information, which may result in loss of control of the aircraft.

(f) Compliance

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

(g) Required Actions

- (1) Before further flight, revise the limitations section of the existing Airplane Flight Manual

(AFM) for your airplane by inserting a copy of this AD or by making a pen and ink change to add:

(i) “Operation under Instrument Flight Rules (IFR) or night Visual Flight Rules (VFR) is prohibited.”

(ii) “Coupling the autopilot with Sandia attitude indicator part number 306171-10 or 306171-20 is prohibited. These attitude indicators may be marked as BendixKing Model KI 300 or Sandia Model SAI 340A.”

(2) The action required by paragraph (g)(1) of this emergency AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417. This authority is not applicable to aircraft being operated under 14 CFR part 119.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

For further information about this AD, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays, contact: John Felton, Aerospace Engineer, Fort Worth ACO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5171; email john.felton@faa.gov.

Outside these hours, contact: Jim Grigg, Manager, Fort Worth ACO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5126; email jim.grigg@faa.gov.

Issued on August 28, 2020.

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