

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2021-05

2/15/2021 - 2/28/2021



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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2021-01			
2020-25-06		Bombardier, Inc.	BD-100-1A10
2020-25-13		CFM International, S.A.	LEAP-1A23, LEAP-1A24, LEAP-1A24E1, LEAP-1A26, LEAP-1A26CJ, LEAP-1A26E1, LEAP-1A29, LEAP-1A29CJ, LEAP-1A30, LEAP-1A32, LEAP-1A33, LEAP-1A33B2, LEAP-1A35A
2020-26-04	R 2013-18-08	The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2020-26-07	R 2019-23-05 A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 900
2020-26-08		The Boeing Company	787-8, 787-9, and 787-10
2020-26-09		The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2020-26-11		Airbus SAS	A300 F4-605R and A310-324
2020-26-12		Gulfstream Aerospace LP	G280
2020-26-15	R 2016-07-14	Airbus SAS	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
2020-26-18		Airbus SAS	A330-243, -343, and -941
2020-26-20		Airbus Canada Limited Partnership	BD-500-1A10 and BD-500-1A11
2020-26-21		Airbus SAS	A350-941
Biweekly 2021-02			
2021-01-03		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;
2021-02-05		Airbus SAS	A330-201, A330-202, A330-203, A330-223, and A330-243; A330-223F and A330-243F; A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343; A330-841; A330-941; A340-211, A340-212, and A340-213; A340-311, A340-312, and A340-313; A340-541; A340-642
Biweekly 2021-03			
2021-01-02		M7 Aerospace LLC	SA26-AT and SA26-T
Biweekly 2021-04			
2021-03-05		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, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2021-03-18		Dassault Aviation	FALCON 7X
Biweekly 2021-05			
2021-01-01		MHI RJ Aviation ULC	CL-600-2B19
2021-01-04		The Boeing Company	737-600, -700, -700C, -8, -800, -9, -900, -900ER
2021-01-06		Airbus SAS	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
2021-01-07	A 2016-04-06	The Boeing Company	737-700
2021-02-02		Saab AB, Support and Services	SAAB 2000
2021-02-06	R 2019-02-03	The Boeing Company	787-8, 787-9, and 787-10
2021-02-07		General Electric Company	GEEx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, -1B70/75/P1, -1B70/75/P2, -1B70/P1, -1B70/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76/P2, and -1B76A/P2
2021-02-10		Airbus SAS	A350-941 and -1041
2021-02-12		Airbus SAS	A330-201, -202, -203, -223, and -243; A330-223F and -243F; 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; A340-642; A350-941 and -1041; A380-841, -842, and -861

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2021-02-13		The Boeing Company	737-600, -700, -700C, -800, and -900
2021-02-14		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER
2021-02-15		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR
2021-02-16		The Boeing Company	717-200
2021-02-17		Airbus SAS	A318-111, A318-112, A318-121, and A318-122; A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, and A319-153N; A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, and A320-273N; A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-271N, A321-272N, A321-251NX, A321-252NX, A321-253NX, A321-271NX, and A321-272NX
2021-02-18		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300; C-295
2021-02-19		The Boeing Company	787-8; 787-9; 787-10
2021-03-02		General Electric Company	CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2B8F, and CF6-80C2D1F
2021-03-03	R 2000-23-26 R 2018-14-11 R 2019-13-04	ATR-GIE Avions de Transport Régional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2021-03-09	A 98-11-03 R1	The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F
2021-03-10		Bombardier, Inc.	BD-100-1A10
2021-03-11	R 2020-02-21 A 2010-26-05	Dassault Aviation	FALCON 2000
2021-03-12	R 2019-03-27	Dassault Aviation	Falcon 10
2021-03-17		Bombardier, Inc.	BD-700-1A10
2021-04-02	R 2020-04-22 A 2010-26-05	Dassault Aviation	FALCON 2000EX
2021-04-05	R 2019-23-15	Airbus Canada Limited Partnership	BD-500-1A10 and BD-500-1A11
2021-04-09		Yaborã Industria Aeronáutica S.A.	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145EP, -145ER, -145LR, -145MP, -145MR, and -145XR
2021-05-51	E	Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3



2021-01-01 MHI RJ Aviation ULC (Type Certificate Previously Held by Bombardier, Inc.):
Amendment 39-21377; Docket No. FAA-2020-0691; Product Identifier 2020-NM-064-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to MHI RJ Aviation ULC (type certificate previously held by Bombardier, Inc.) Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial numbers 7003 through 8999 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by evidence that a revised structural life limit of some components of the nose landing gear (NLG) and/or main landing gear (MLG) was not implemented during repair. The FAA is issuing this AD to address structural life limits that are lower than the life limits published in the Maintenance Requirements Manual (MRM), Part 2. This condition, if not corrected, could lead to the collapse of the affected NLG and/or MLG, possibly resulting in airplane damage and injury to the occupants.

(f) Compliance

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

(g) Verification of Airplane or Technical Records

Within 6 months from the effective date of this AD: Verify the airplane or technical records to determine if an NLG or MLG component listed in Table 1 or Table 2 of Bombardier Service Bulletin 601R-32-112, dated November 11, 2019, is installed on the airplane. If this verification determines that an affected component listed in Table 1 or Table 2 of Bombardier Service Bulletin 601R-32-112, dated November 11, 2019, is installed on the airplane, perform the actions specified in paragraph (h) or (i) of this AD, as applicable.

(h) Incorporation of the Structural Deviation Inspection Requirements (SDIR) Life Limit Into the Existing SDIR Airplane Document

If the total flight cycles of the component is less than the revised SDIR life limit identified in figure 1 to paragraph (h) of this AD minus 2,000 flight cycles: Within 12 months after completing the actions specified in paragraph (g) of this AD, incorporate the applicable revised life limit of the affected component into the existing SDIR airplane document as specified in figure 1 to paragraph (h) of this AD.

Figure 1 to paragraph (h) – Revised SDIR Life Limits

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-086, Revision A, dated October 29, 2015	MLG Axle (P/N 17050-1)	73,644	47,026 ^[1]	73,644	47,026 ^[1]	^[1] HAAO – Post Modsum TC601R15827 aircraft only
601R-32-11-089, Revision A, dated October 29, 2015	MLG Axle (P/N 17050-1)	73,644	47,026 ^[1]	73,644	47,026 ^[1]	^[1] HAAO – Post Modsum TC601R15827 aircraft only
601R-32-11-183, Revision B, dated January 15, 2013	MLG Pintle Pin (P/N 17040-1)	57,760	55,645 ^[1]	47,840	46,088 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-0367, Revision A, dated January 23, 2019	MLG Pintle Pin (P/N 17040-1)	80,000	80,000 ^[1]	[2]	[1][2]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only ^[2] Structure life limits for ATA NO. 32- 11-118 specified in Part 2 of maintenance requirements manual still apply for 53,000 lbs. MTOW
601R-32-11-0627, Revision A, dated January 23, 2019	MLG Pintle Pin (P/N 17040-1)	43,240	41,650 ^[1]	34,930	33,650 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

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		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-0630, Revision A, dated January 23, 2019	MLG Pintle Pin (P/N 17040-1)	57,760	55,645 ^[1]	47,840	46,088 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-634, Revision A, dated October 29, 2015	MLG Axle (P/N 17050-1)	73,644	47,026 ^[1]	73,644	47,026 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-0712, Revision A, dated January 23, 2019	MLG Pintle Pin (P/N 17040-1)	80,000	80,000 ^[1]	^[2]	^[1] ^[2]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only ^[2] Structure life limits for ATA NO. 32- 11-118 specified in Part 2 of maintenance requirements manual still apply for 53,000 lbs. MTOW
601R-32-11-0783, Revision A, dated January 23, 2019	MLG Pintle Pin (P/N 17040-1)	57,760	55,645 ^[1]	47,840	46,088 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-786, Revision A, dated January 23, 2019	MLG Pintle Pin (P/N 17040-1)	43,240	41,650 ^[1]	34,930	33,650 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-835, Revision A, dated October 29, 2015	MLG Axle (P/N 17050-1)	73,644	47,026 ^[1]	73,644	47,026 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-0913, Revision C, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	74,200 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-918, Revision B, dated January 15, 2014	MLG Pintle Pin (P/N 17040-1)	80,000	80,000 ^[1]	48,190	46,425 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-921, Revision A, dated October 29, 2015	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	74,026	67,976 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-0951, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-0955, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-956, Revision A, dated January 15, 2014	MLG Pintle Pin (P/N 17040-1)	43,240	41,240 ^[1]	34,930	33,650 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-0958, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1017, Revision B, dated January 15, 2014	MLG Pintle Pin (P/N 17040-1)	80,000	80,000 ^[1]	^[2]	^[1] ^[2]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only ^[2] Structure life limits for ATA NO. 32- 11-118 specified in Part 2 of maintenance requirements manual still apply for 53,000 lbs. MTOW
601R-32-11-1041, Revision A, dated October 29, 2015	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	76,642 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-1084, Revision A, dated January 15, 2014	MLG Pintle Pin (P/N 17040-1)	80,000	80,000 ^[1]	[2]	[1][2]	[1] HAAO – Post-Modsum TC601R15827 aircraft only [2] Structure life limits for ATA NO. 32- 11-118 specified in Part 2 of maintenance requirements manual still apply for 53,000 lbs. MTOW
601R-32-11-1153, Revision A, dated January 15, 2014	MLG Pintle Pin (P/N 17040-1)	80,000	80,000 ^[1]	[2]	[1][2]	[1] HAAO – Post-Modsum TC601R15827 aircraft only [2] Structure life limits for ATA NO. 32- 11-118 specified in Part 2 of maintenance requirements manual still apply for 53,000 lbs. MTOW
601R-32-11-1154, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	76,642 ^[1]	[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-1187, Revision B, dated January 23, 2019	MLG Axle (P/N 17050-3)	80,000	71,640 ^[1]	80,000	71,640 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1206, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	74,200 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1219, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	74,200 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1220, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	74,200 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1224, Revision B, dated January 23, 2019	MLG Pivot Pin (P/N 17041-3)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1250, Revision A, dated January 15, 2014	MLG Pintle Pin (P/N 17040-1)	57,760	55,645 ^[1]	47,840	46,088 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1251, Revision B, dated January 23, 2019	MLG Pivot Pin (P/N 17041-3)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-11-1255, Revision B, dated January 23, 2019	MLG Pivot Pin (P/N 17041-3)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1286, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1302, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1650, Revision A, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-11-1673, Revision A, dated January 23, 2019	MLG Axle (P/N 17050-3)	73,644	47,026 ^[1]	73,644	47,026 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0225, Revision C, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

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		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-21-0227, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-414, Revision A, dated February 25, 2015	NLG Axle (P/N 16124- 101)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-489, Revision A, dated October 29, 2015	NLG Main Fitting (P/N 16114-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0526, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-535, Revision A, dated February 17, 2015	NLG Pin (P/N 16404-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0536, Revision B, dated January 23, 2019	NLG Axle (P/N 16124-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-21-0555, Revision B, dated January 23, 2019	NLG Axle (P/N 16124-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0557, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0562, Revision B, dated January 23, 2019	NLG Axle (P/N 16124-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-570, Revision A, dated February 25, 2015	NLG Axle (P/N 16124-1)	47,732	47,732 ^[1]	39,370	39,370 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0635, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0661, Revision B, dated January 23, 2019	NLG Main Fitting (P/N 16114-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-21-0663, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0685, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0689, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0691, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0692, Revision C, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-0693, Revision B, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

Bombardier Repair Engineering Order	Life Limited Component	DISCARD TIME/LIFE LIMIT (LANDINGS)				Notes
		51,000 lb. MTOW		53,000 lb. MTOW		
		TC/FAA Certification	TC/FAA Certification High Altitude Airfield Operation (HAAO)	TC/FAA Certification	TC/FAA Certification HAAO	
601R-32-21-1002, Revision A, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-21-1022, Revision A, dated January 23, 2019	NLG Axle (P/N 16122-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-32-0056, Revision C, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	80,000 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only
601R-32-32-0076, Revision B, dated January 23, 2019	MLG Side Stay Pin (P/N 17076-1)	80,000	80,000 ^[1]	80,000	74,200 ^[1]	^[1] HAAO – Post-Modsum TC601R15827 aircraft only

(i) Replacement of Repaired NLG and/or MLG Component

If the total flight cycles of the component is equal to or more than the applicable revised SDIR life limit specified in figure 1 to paragraph (h) of this AD minus 2,000 flight cycles: Within 12 months or 2,000 flight cycles, whichever occurs first, after completing the actions specified in paragraph (g) of this AD, replace the affected component with a serviceable component.

(j) Parts Installation Prohibition

As of the effective date of this AD, no person may install any component listed in Table 1 or Table 2 of Bombardier Service Bulletin 601R-32-112, dated November 11, 2019, on any airplane without first incorporating the actions specified in paragraph (h) or (i) of this AD, as applicable.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2020-09, dated April 7, 2020, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0691.

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

(m) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 601R-32-112, dated November 11, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact MHI RJ Aviation ULC, 12655 Henri-Fabre Blvd., Mirabel, Québec, J7N 1E1 Canada; Widebody Customer Response Center North America toll-free telephone +1-844-272-2720 or direct-dial telephone +1-514-855-8500; fax +1-514-855-8501; email thd.crj@mhirj.com; internet <https://mhirj.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 December 28, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03565 Filed 2-22-21; 8:45 am]



2021-01-04 The Boeing Company: Amendment 39-21380; Docket No. FAA-2020-0459; Product Identifier 2020-NM-049-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 29, 2021.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all The Boeing Company Model 737 series airplanes, excluding Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE 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 52, Doors.

(e) Unsafe Condition

This AD was prompted by reports of cracked or completely severed lugs in the stop fitting assembly of the forward entry door. The FAA is issuing this AD to address such cracking or severing, which could result in reduced structural integrity of the forward entry door and consequent rapid decompression of the airplane.

(f) Compliance

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

(g) Required Actions

For airplanes having a date of issuance of the original airworthiness certificate or date of issuance of the original export certificate of airworthiness on or before the effective date of this AD: Except as specified by paragraph (h) of this AD, at the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737-52A1180, dated January 24, 2020, which is referred to in Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020, uses the phrase “the original issue date of Requirements Bulletin 737-52A1180 RB,” this AD requires using “the effective date of this AD.”

(2) Where Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020, specifies contacting Boeing for repair instructions: This AD requires doing the repair before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(3) Where the heading in Table 1 of the Accomplishment Instructions in Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020, identifies “SB 747-52A1180,” the correct reference for this AD is “SB 737-52A1180.”

(i) Parts Installation Prohibition

No person may install a stop fitting assembly with part number 141A6104-3 or a forward entry door that has a stop fitting assembly with part number 141A6104-3, on any airplane, as of the applicable time specified in paragraph (i)(1), (2), or (3) of this AD.

(1) For airplanes having an original airworthiness certificate or original export certificate of airworthiness dated after the effective date of this AD: As of the effective date of this AD.

(2) For airplanes on which it is determined a stop fitting assembly with part number 141A6104-3 is not installed, as required by paragraph (g) of this AD: After accomplishing the inspection, records check, or measurement required by paragraph (g) of this AD.

(3) For airplanes on which it is determined a stop fitting assembly with part number 141A6104-3 is installed, as required by paragraph (g) of this AD: After accomplishing the replacement required by paragraph (g) of this AD.

(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.

(k) Related Information

(1) For more information about this AD, contact Michael Bumbaugh, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3522; email: michael.bumbaugh@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (1)(3) and (4) 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 the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 737-52A1180 RB, dated January 24, 2020.

(ii) [Reserved]

(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 December 28, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-01851 Filed 2-19-21; 8:45 am]



2021-01-06 Airbus SAS: Amendment 39-21382; Docket No. FAA-2020-0674; Product Identifier 2020-NM-070-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS 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 2020-0093, dated April 24, 2020 (EASA AD 2020-0093).

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

(d) Subject

Air Transport Association (ATA) of America Code 29, Hydraulic power.

(e) Reason

This AD was prompted by reports of hydraulic system failure due to fatigue failure of the screws attaching the manual valve to the ground service manifold (GSM). The FAA is issuing this AD to address the failure of hydraulic system manual valve attachment screws. This condition, if not addressed, could lead to the loss of one or more hydraulic systems and damage to surrounding structure and components, possibly resulting in reduced control of the airplane, or injury to maintenance staff working in the main landing gear bay.

(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 2020-0093.

(h) Exceptions to EASA AD 2020-0093

(1) Where EASA AD 2020-0093 refers to its effective date or to “the effective date of EASA AD 2019-0314,” this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0093 does not apply to this AD.

(3) Where EASA AD 2020-0093 specifies to comply with “the instructions of the AOT [Alert Operators Transmission],” and “the AOT” specifies that “the accomplishment instructions marked as Required for Compliance (RC) must be done,” this AD requires compliance with “paragraph 4.4.2., Accomplishment Instructions, of the AOT [Airbus Alert Operators Transmission A29L010-19, Revision 01, dated February 18, 2020]” only; except paragraphs 4.4.2.1(1) and 4.4.2.2(1), which specify gaining access to the ground service manifold and preparation for update, may be accomplished in accordance with the operator's maintenance or inspection program.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0093 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-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 2020-0093 that contains RC procedures and tests: Except as required by paragraphs (h)(3) and (j)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Related Information

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

(I) 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 2020-0093, dated April 24, 2020.

(ii) Airbus Alert Operators Transmission A29L010-19, Revision 01, dated February 18, 2020.

(3) For EASA AD 2020-0093, 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) For Airbus service information identified in this AD, 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 airworthiness.A330-A340@airbus.com; internet <http://www.airbus.com>.

(5) 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-2020-0674.

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

Issued on December 30, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03566 Filed 2-22-21; 8:45 am]



2021-01-07 The Boeing Company: Amendment 39-21383; Docket No. FAA-2020-1109; Product Identifier 2020-NM-067-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 9, 2021.

(b) Affected ADs

This AD affects AD 2016-04-06, Amendment 39-18400 (81 FR 9756, February 26, 2016) (“AD 2016-04-06”).

(c) Applicability

This AD applies to The Boeing Company Model 737-700 airplanes, certificated in any category, having line numbers (L/Ns) 481, 545, 684, 979, 1089, 1211, and 1223.

(d) Subject

Air Transport Association (ATA) of America Code 2120, Air Distribution System.

(e) Unsafe Condition

This AD was prompted by a determination that a repetitive test is needed to assess the components on airplanes equipped with a certain air distribution system configuration. The FAA is issuing this AD to address latent failures of the equipment cooling system and low pressure environmental control system, which, in combination with a cargo fire event, could result in smoke in the flight deck and/or main cabin, and possible loss of aircraft control.

(f) Compliance

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

(g) Repetitive Operational Tests and Corrective Actions

At the applicable times identified in paragraph 1.E., “Compliance” of Boeing Alert Service Bulletin 737-26A1137, Revision 2, dated January 27, 2020, except as required by paragraph (i) of this AD, do the test to verify correct operation of the smoke clearance mode of the equipment cooling system and low pressure environmental control system, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-26A1137, Revision 2, dated January 27, 2020. Do all applicable corrective actions before further flight. Repeat the test thereafter at intervals not to exceed 9,000 flight hours.

(h) Concurrent Requirements

Before or concurrently with accomplishing the initial operational test required by paragraph (g) of this AD, install new relays and change the wiring to the environmental control system, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-26A1122, Revision 3, dated January 31, 2020. When the actions required by this paragraph are performed, the installation and changes specified in paragraph 1.B. "Concurrent Requirements" of Boeing Alert Service Bulletin 737-26A1122, Revision 3, dated January 31, 2020, must also be done.

(i) Exceptions to Service Information Specifications

Where Boeing Alert Service Bulletin 737-26A1137, Revision 2, dated January 27, 2020, uses the phrase "the R02 issue date of SB 737-26A1137," this AD requires using "the effective date of this AD."

(j) Terminating Action for AD 2016-04-06

As of the effective date of this AD, for the airplanes identified in paragraph (c) of this AD only, the requirements of AD 2016-04-06 are terminated.

(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.

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

(l) Related Information

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

(m) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-26A1122, Revision 3, dated January 31, 2020.

(ii) Boeing Alert Service Bulletin 737-26A1137, Revision 2, dated January 27, 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 December 30, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-01823 Filed 2-19-21; 8:45 am]



2021-02-02 Saab AB, Support and Services (Formerly Known as Saab AB, Saab Aeronautics):
Amendment 39-21385; Docket No. FAA-2020-0855; Project Identifier MCAI-2020-00909-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 29, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Saab AB, Support and Services Model SAAB 2000 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a report of inadvertently reversed connections of the outboard and inboard channel harnesses of the wheel speed transducers in the main landing gear (MLG) wheel axles. The FAA is issuing this AD to address inadvertently reversed connections of the outboard and inboard channel harnesses of the wheel speed transducers in the MLG wheel axles, which could lead to wrong inputs to the anti-skid function, whenever activated, with consequent reduced braking capability, and possibly result in damage to the airplane and loss of control during landing.

(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 2020-0137, dated June 18, 2020 (EASA AD 2020-0137).

(h) Exceptions to EASA AD 2020-0137

(1) Where EASA AD 2020-0137 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0137 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 responsible Flight Standards 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 responsible Flight Standards 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 Saab AB, Support and Services' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3220; email: shahram.daneshmandi@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 2020-0137, dated June 18, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0137, 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-2020-0855.

(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 January 4, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-01824 Filed 2-19-21; 8:45 am]



2021-02-06 The Boeing Company: Amendment 39-21389; Docket No. FAA-2020-0580; Product Identifier 2020-NM-052-AD.

(a) Effective Date

This AD is effective March 30, 2021.

(b) Affected ADs

This AD replaces AD 2019-02-03, Amendment 39-19550 (84 FR 2437, February 7, 2019) (AD 2019-02-03).

(c) Applicability

This AD applies to all The Boeing Company Model 787-8, 787-9, and 787-10 airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of warpage of internal engine fire handle components that can cause binding and prevent proper operation, and by the development of a new fire handle design that will prevent the unsafe condition. The FAA is issuing this AD to address a latent failure of the engine fire handle, which could result in the inability to extinguish an engine fire that, if uncontrollable, could lead to wing failure.

(f) Compliance

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

(g) Retained Maintenance/Inspection Program Revision, With no Changes

This paragraph restates the requirements of paragraph (g) of AD 2019-02-03, with no changes. Within 14 days after February 22, 2019 (the effective date of AD 2019-02-03), revise the existing maintenance or inspection program, as applicable, to add airworthiness limitation 28-AWL-FIRE, by incorporating the information specified in figure 1 to paragraph (g) of this AD into the Airworthiness Limitations Section of the Instructions for Continued Airworthiness. The initial compliance time for accomplishing the actions specified in figure 1 to paragraph (g) of this AD is within 45 days after February 22, 2019.

Figure 1 to paragraph (g): Engine fire handle operational check

AWL No.	Task	Interval	Applicability	Description
28-AWL-FIRE	ALI	30 days	787-8, -9, and -10 airplanes	<p>Engine Fire Handle Operational Check.</p> <p>Concern: The fire handle design can result in airplanes operating with an engine fire handle that cannot be operated. A latently failed engine fire handle could prevent the fire extinguishing agent from being able to be released. In the event of certain engine fires, the potential exists for an engine fire to be uncontrollable.</p> <p>Perform the following engine fire handle checks (unless checked by the flightcrew in a manner approved by the principal operations inspector):</p> <ol style="list-style-type: none"> 1. Press the left engine fire handle solenoid override button, and verify that the handle can be pulled up using normal force. CAUTION: Do not rotate the engine fire handle; inadvertent discharge of the fire extinguishing agent would result. Although not required, pulling the FIRE EXT BOTTLE – ENG L1 and L2 circuit breakers will prevent fire bottle discharge. 2. Stow the handle. 3. Press the right engine fire handle solenoid override button, and verify that the handle can be pulled up using normal force. CAUTION: Do not rotate the engine fire handle; inadvertent discharge of the fire extinguishing agent would result. Although not required, pulling the FIRE EXT BOTTLE – ENG R1 and R2 circuit breakers will prevent fire bottle discharge. 4. Stow the handle. <p>Replace any engine fire handle that fails any operational check before further flight.</p>

(h) Retained Restrictions on Alternative Actions and Intervals, With New Exception

This paragraph restates the requirements of paragraph (h) of AD 2019-02-03, with a new exception. Except as required by paragraph (k) of this AD: After accomplishment of the existing maintenance or inspection program revision 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 (p) of this AD.

(i) New Required Actions

For the airplanes identified in Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 2020: At the applicable times specified in the “Compliance” paragraph of Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 2020, except as specified by paragraph (j) of this AD, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 2020.

Note 1 to paragraph (i): Guidance for accomplishing the actions required by paragraph (i) of this AD can be found in Boeing Service Bulletin B787-81205-SB260008-00, Issue 001, dated March 10, 2020, which is referred to in Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 2020.

(j) Exception to Service Information Specifications

Where Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 2020, uses the phrase “the issue 001 date of Requirements Bulletin B787-81205-SB260008-00 RB,” this AD requires using “the effective date of this AD.”

(k) New Maintenance/Inspection Program Revision

Except as provided by paragraph (l) of this AD: Prior to or concurrently with the actions specified in paragraph (i) of this AD, or within 30 days after the effective date of the AD, whichever occurs later; revise the existing maintenance or inspection program, as applicable, by incorporating the information specified in figure 2 to paragraph (k) of this AD into the Airworthiness Limitations Section of the Instructions for Continued Airworthiness. It is acceptable to change the limitation number from 28-AWL-FIRE to 26-AWL-FIRE, provided the rest of the information in figure 2 to paragraph (k) of this AD remains unchanged. The initial compliance time for accomplishing the actions specified in figure 2 to paragraph (k) of this AD is within 30 days after accomplishing the last 28-AWL-FIRE or 26-AWL-FIRE task, as applicable. Accomplishing the revision required by this paragraph terminates the actions required by paragraph (g) of this AD.

Figure 2 to paragraph (k): Engine fire handle operational check

AWL No.	Task	Interval	Applicability	Description
28-AWL-FIRE	ALI	30 days	787-8, -9, and -10 airplanes equipped with an engine fire control panel having part number 412600-001 or an engine fire shutoff switch having part number 417000-101 or 417000-102	<p>Engine Fire Handle Operational Check.</p> <p>Concern: The fire handle design can result in airplanes operating with an engine fire handle that cannot be operated. A latently failed engine fire handle could prevent the fire extinguishing agent from being able to be released. In the event of certain engine fires, the potential exists for an engine fire to be uncontrollable.</p> <p>Perform the following engine fire handle checks (unless checked by the flightcrew in a manner approved by the principal operations inspector):</p> <ol style="list-style-type: none"> 1. Press the left engine fire handle solenoid override button, and verify that the handle can be pulled up using normal force. CAUTION: Do not rotate the engine fire handle; inadvertent discharge of the fire extinguishing agent would result. Although not required, pulling the FIRE EXT BOTTLE – ENG L1 and L2 circuit breakers will prevent fire bottle discharge. 2. Stow the handle. 3. Press the right engine fire handle solenoid override button, and verify that the handle can be pulled up using normal force. CAUTION: Do not rotate the engine fire handle; inadvertent discharge of the fire extinguishing agent would result. Although not required, pulling the FIRE EXT BOTTLE – ENG R1 and R2 circuit breakers will prevent fire bottle discharge. 4. Stow the handle. <p>Replace any engine fire handle that fails any operational check before further flight.</p>

(l) Alternative Operational Check

For Model 787-8, -9, and -10 airplanes equipped with an engine fire control panel having part number 412600-001 or an engine fire shutoff switch having part number 417000-101 or 417000-102: As an alternative to performing the actions required by paragraph (k) of this AD, within 30 days after accomplishing the last 28-AWL-FIRE or 26-AWL-FIRE task or accomplishing the last operational

check of the engine fire handle in accordance with Boeing Requirements Bulletin B787-81205-SB260007-00 RB, Issue 001, dated February 22, 2019; perform an operational check of the engine fire handle in accordance with Boeing Requirements Bulletin B787-81205-SB260007-00 RB, Issue 001, dated February 22, 2019. Repeat the operational check thereafter at intervals not to exceed 30 days. Accomplishing the initial check specified in this paragraph terminates the actions required by paragraph (g) of this AD.

Note 2 to paragraph (l): Guidance for accomplishing the actions specified in paragraph (l) of this AD can be found in Boeing Service Bulletin B787-81205-SB260007-00, Issue 001, dated February 22, 2019, which is referred to in Boeing Requirements Bulletin B787-81205-SB260007-00 RB, Issue 001, dated February 22, 2019.

(m) New Restrictions on Alternative Actions and Intervals

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

(n) Terminating Action for Repetitive Inspections

Accomplishment of the actions required by paragraph (i) of this AD on all affected airplanes in an operator's fleet terminates the requirements of paragraph (k) of this AD.

(o) Parts Installation Prohibition

For Model 787-8, -9, and -10 airplanes, except those identified in Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 2020: As of the effective date of this AD, no person may install on any airplane any engine fire control panel having part number (P/N) 412600-001, or any engine fire shutoff switch having P/N 417000-101 or P/N 417000-102.

(p) 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 (q) 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) AMOCs approved previously for AD 2019-02-03 are approved as AMOCs for the corresponding provisions of paragraph (g) of this AD.

(q) 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.

(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 the AD specifies otherwise.

(i) Boeing Requirements Bulletin B787-81205-SB260007-00 RB, Issue 001, dated February 22, 2019.

(ii) Boeing Requirements Bulletin B787-81205-SB260008-00 RB, Issue 001, dated March 10, 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 January 7, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03567 Filed 2-22-21; 8:45 am]



2021-02-07 General Electric Company: Amendment 39-21390; Docket No. FAA-2020-0653; Project Identifier AD-2020-00631-E.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all General Electric Company (GE) GEnx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, -1B70/75/P1, -1B70/75/P2, -1B70/P1, -1B70/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76/P2, and -1B76A/P2 model turbofan engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7310, Engine Fuel Distribution.

(e) Unsafe Condition

This AD was prompted by a report of a crack in the outer fuel manifold causing fuel leakage. The FAA is issuing this AD to prevent failure of the outer fuel manifold. The unsafe condition, if not addressed, could result in engine fire and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 500 flight cycles (FCs) after the effective date of this AD, perform a visual inspection of the cushioned loop clamp (p-clamp), significant item number (SIN) 34282, to verify the p-clamp is undamaged and installed.

(i) Thereafter, perform the visual inspection required by (g)(1) of this AD at intervals not to exceed 500 FCs since the last inspection.

(ii) [Reserved]

(2) If, during any visual inspection required by paragraphs (g)(1) or (g)(1)(i) of this AD, the p-clamp (SIN 34282) is outside of the limits in paragraph 3.B.(4) of GE GEnx-1B Service Bulletin (SB) 73-0080 R01, dated August 29, 2019, or if the p-clamp (SIN 34282) is missing, perform a spot fluorescent penetrant inspection of the outer fuel manifold, part number (P/N) 2403M46G01, SIN

34302, using Accomplishment Instructions, paragraph 3.B.(4)(b), of GE GENx-1B SB 73-0080 R01, dated August 29, 2019.

(i) If a crack or a sign of fuel leakage is found, before further flight, remove the outer fuel manifold, P/N 2403M46G01, SIN 34302, from service and replace with a part eligible for installation.

(ii) [Reserved]

(3) Within 500 FCs after the effective date of this AD, and thereafter at intervals not to exceed 500 FCs from the last p-clamp replacement, replace the p-clamp (SIN 34282) with a new p-clamp (SIN 34282). Complete this required action after performing the visual inspections required by paragraphs (g)(1) and (g)(1)(i) of this AD.

(h) Definition

For the purpose of this AD, a p-clamp is a clamp, P/N J1432P12, with SIN 34282, located at the signal fuel tube hose, SIN 34200, as shown in Accomplishment Instructions, paragraph 3, Figure 1, "Outer Fuel Manifold and Clamp Location," of GE GENx-1B SB 73-0080 R01, dated August 29, 2019.

(i) No Repair Requirement

Sending a removed outer fuel manifold for repair, as set forth in the Accomplishment Instructions, paragraph 3.B.(4)(b), of GE GENx-1B SB 73-0080 R01, dated August 29, 2019, is not required by this AD.

(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 certification office, send it to the attention of the person identified in Related Information. 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

For more information about this AD, contact Mehdi Lamnyi, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7743; fax: (781) 238-7199; email: Mehdi.Lamnyi@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) General Electric Company (GE) GENx-1B Service Bulletin 73-0080 R01, dated August 29, 2019.

(ii) [Reserved]

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

(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: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on January 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03571 Filed 2-22-21; 8:45 am]



2021-02-10 Airbus SAS: Amendment 39-21393; Docket No. FAA-2020-0969; Project Identifier MCAI-2020-00853-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by a report that certain retaining rings could cause damage to frame forks, brackets and edge frames, and their surface protection; subsequent investigation showed that the depth of the frame fork spotfacing on structural parts is inadequate to accommodate the retaining ring. The FAA is issuing this AD to address inadequate frame fork spotfacing depth for the retaining rings, which could reduce the structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0144, dated June 29, 2020 (EASA AD 2020-0144).

(h) Exceptions to EASA AD 2020-0144

(1) Where EASA AD 2020-0144 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0144 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 responsible Flight Standards 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 responsible Flight Standards 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 paragraph (i)(2) 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.

(j) 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.

(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 2020-0144, dated June 29, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0144, 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-2020-0969.

(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 January 12, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03568 Filed 2-22-21; 8:45 am]



2021-02-12 Airbus SAS: Amendment 39-21395; Docket No. FAA-2020-0673; Product Identifier 2020-NM-076-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS airplanes identified in paragraphs (c)(1) through (10) of this AD, certificated in any category.

- (1) Model A330-201, -202, -203, -223, and -243 airplanes.
- (2) Model A330-223F and -243F airplanes.
- (3) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
- (4) Model A330-941 airplanes.
- (5) Model A340-211, -212, and -213 airplanes.
- (6) Model A340-311, -312, and -313 airplanes.
- (7) Model A340-541 airplanes.
- (8) Model A340-642 airplanes.
- (9) Model A350-941 and -1041 airplanes.
- (10) Model A380-841, -842, and -861 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report of a quality issue with a certain repair method of damage-through honeycomb core cargo linings by speed patches applied to both sides. The FAA is issuing this AD to address reduced ability of repaired linings to contain smoke or fire, resulting in an increased risk of an uncontained fire in the cargo compartment and consequent structural 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 2020-100R1, dated November 4, 2020 (EASA AD 2020-100R1).

(h) Exceptions to EASA AD 2020-100R1

(1) Where EASA AD 2020-100R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2020-100R1 refers to “19 May 2020 [the effective date of EASA AD 2020-0100 at original issue],” this AD requires using the effective date of this AD.

(3) Where task Aircraft Maintenance Manual (AMM) A330-A-25-XX-3743-02001-690A-C specified in Airbus Service Bulletin A330-25-3743, dated September 23, 2019, states the measured dimension shall be equal to or more than “30 mm (1.81 in),” this AD requires using the measured dimension of “30 mm (1.18 in).”

(4) Where AMM task A330-A-25-XX-3743-01001-520A-A of Airbus Service Bulletin A330-25-3743, dated September 23, 2019, states, “For the FWD cargo-compartment, refer to Ref. AMM Task 25-54-00-000-801,” this AD requires using, “For the FWD cargo-compartment, refer to Ref. AMM Task 25-52-00-000-801.”

(5) The “Remarks” section of EASA AD 2020-100R1 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 responsible Flight Standards 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 responsible Flight Standards 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 paragraph (i)(2) 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.

(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; phone 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 2020-100R1, dated November 4, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-100R1, 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-2020-0673.

(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 January 14, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03594 Filed 2-22-21; 8:45 am]



2021-02-13 The Boeing Company: Amendment 39-21396; Docket No. FAA-2019-0705; Product Identifier 2019-NM-098-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE 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 cracks in the bear strap from station (STA) 290 to STA 296, and between stringers S-8R and S-9R, sometimes common to fasteners in the gap cover and emanating from rough sanding marks found on the surface of the bear strap. The FAA is issuing this AD to address cracking of the bear strap, which could result in severing of the bear strap, possibly leading to uncontrolled decompression and loss of structural integrity of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737-53A1383, Revision 1, dated February 19, 2020, which is referred to in Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020, uses the phrase “the original issue date of Requirements Bulletin 737-53A1383 RB,” this AD requires using “the effective date of this AD,” except where Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020, uses the phrase “the original issue date of Requirements Bulletin 737-53A1383 RB” in a note or flag note.

(2) Where Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020, specifies contacting Boeing for repair instructions or for alternative inspections: This AD requires doing the repair, or doing the alternative inspections and applicable on-condition actions, using a method and compliance time approved in accordance with the procedures specified in paragraph (j) of this AD.

(3) Where Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020, in Tables 1 and 2, Condition 1 (Action 1), Condition 3, and Condition 4.1.1 (Action 1), specifies a compliance time of “before further flight”: This AD requires compliance before 15,000 total flight cycles or within 6,000 flight cycles after the effective date of this AD, whichever occurs later.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD, using Boeing Alert Requirements Bulletin 737-53A1383 RB, dated May 9, 2019, except for airplanes on which Option 2, Condition 4, has been done. For airplanes on which Option 2, Condition 4, has been done, credit is given for Boeing Alert Requirements Bulletin 737-53A1383 RB, dated May 9, 2019, provided operators do the external low frequency eddy current (LFEC) inspection of the forward galley door bear strap and external high frequency eddy current (HFEC) inspection of the fuselage skin for any crack in accordance with Figure 4 of the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020. The compliance time for accomplishing these actions is at the later of the times specified in paragraphs (i)(1) and (2) of this AD. Except as specified in paragraph (h)(3), do all applicable on-condition actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020, at the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020.

(1) Before 15,000 total flight cycles.

(2) Within 6,000 flight cycles after the effective date of this AD.

(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, 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.

(k) Related Information

(1) For more information about this AD, contact Michael Bumbaugh, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3522; email: michael.bumbaugh@faa.gov.

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

(i) Boeing Alert Requirements Bulletin 737-53A1383 RB, Revision 1, dated February 19, 2020.

(ii) [Reserved]

(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; phone: 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 January 14, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-03572 Filed 2-22-21; 8:45 am]



2021-02-14 The Boeing Company: Amendment 39-21397 ; Docket No. FAA-2020-0331; Product Identifier 2020-NM-019-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category, line numbers 1 through 1934 inclusive.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that sealant was not applied to the side of body (SOB) slot inside of a pressurized boundary, which could lead to inconsistent application of the required secondary fuel barrier sealant (vapor barrier). The FAA is issuing this AD to address possible ignition of flammable fluid vapors, fire, or explosion, or fuel vapor inhalation by passengers and crew.

(f) Compliance

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

(g) SOB Slot Inspection and Related Investigative and Corrective Actions

Within 9 months after the effective date of this AD: Do a general visual inspection for insufficient sealant in the SOB slot, and do all applicable related investigative and corrective actions, in accordance with Boeing Multi Operator Message MOM-MOM-20-0049-01B(R4), dated September 28, 2020. Do all related investigative and corrective actions before further flight, except as provided in paragraph (h) of this AD.

(h) Deferred Repair

Repair of insufficient sealant as required by paragraph (g) of this AD may be deferred for 10 days provided there is no fuel present in the center tank as specified in the procedures in item 28-02A

of the operator's existing FAA-approved minimum equipment list, and there is no fuel contamination in the air distribution mix bay (ADMB).

(i) Reporting Provisions

Although the service information referenced in Boeing Multi Operator Message MOM-MOM-20-0049-01B(R4), dated September 28, 2020, specifies to report inspection findings, this AD does not require any report.

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (g), (h), and (i) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (j)(1), (2), or (3) of this AD.

(1) Boeing Multi Operator Message MOM-MOM-20-0049-01B(R1), dated January 29, 2020.

(2) Boeing Multi Operator Message MOM-MOM-20-0049-01B(R2), dated August 4, 2020.

(3) Boeing Multi Operator Message MOM-MOM-20-0049-01B(R3), dated September 23, 2020.

(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)(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.

(l) Related Information

(1) For more information about this AD, contact James Laubaugh, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3622; email: james.laubaugh@faa.gov.

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

(m) Material Incorporated by Reference

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

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

(i) Boeing Multi Operator Message MOM-MOM-20-0049-01B(R4), dated September 28, 2020.

(ii) [Reserved]

(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 January 14, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03592 Filed 2-22-21; 8:45 am]



2021-02-15 The Boeing Company: Amendment 39-21398; Docket No. FAA-2020-0211; Product Identifier 2020-NM-006-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 747-57A2367 RB, dated November 15, 2019.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of inboard foreflap departures from the airplane. The FAA is issuing this AD to address departures of the inboard foreflap assembly from the airplane, which could result in damage to the airplane and adversely affect the airplane's continued safe flight and landing.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 747-57A2367 RB, dated November 15, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 747-57A2367 RB, dated November 15, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 747-57A2367, dated November 15, 2019, which is referred to in Boeing Alert Requirements Bulletin 747-57A2367 RB, dated November 15, 2019.

(h) Exceptions to Service Information Specifications

Where Boeing Alert Requirements Bulletin 747-57A2367 RB, dated November 15, 2019, uses the phrase “the original issue date of Requirements Bulletin 747-57A2367 RB,” this AD requires using “the effective date of this AD.”

(i) 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 (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 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.

(j) Related Information

For more information about this AD, contact Eric Lin, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3523; email: eric.lin@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 Requirements Bulletin 747-57A2367 RB, dated November 15, 2019.

(ii) [Reserved]

(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; phone: 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 January 14, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03593 Filed 2-22-21; 8:45 am]



2021-02-16 The Boeing Company: Amendment 39-21399; Docket No. FAA-2020-0467; Product Identifier 2020-NM-056-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 717-200 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 30, Ice and rain protection.

(e) Unsafe Condition

This AD was prompted by a report that during takeoff, both the captain's and first officer's airspeed indicators froze at 80 knots. The FAA is issuing this AD to address pitot tubes blocked by ice, which could affect the airspeed indication provided to the flightcrew through the air data heat (ADH) system and result in loss of aircraft controllability.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraph (h) of this AD: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 717-30A0009, dated March 31, 2020, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 717-30A0009, dated March 31, 2020.

(h) Exception to Service Information Specifications

Where Boeing Alert Service Bulletin 717-30A0009, dated March 31, 2020, uses the phrase "the original issue date of this service bulletin," this AD requires using "the effective date of this AD."

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

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

(j) Related Information

For more information about this AD, contact Eric Igama, Aerospace Engineer, Systems and Equipment Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5388; fax: 562-627-5210; email: roderick.igama@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 717-30A0009, dated March 31, 2020.

(ii) [Reserved]

(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 January 14, 2021.

Ross Landes,

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

[FR Doc. 2021-03591 Filed 2-22-21; 8:45 am]



2021-02-17 Airbus SAS: Amendment 39-21400; Docket No. FAA-2020-0900; Product Identifier 2020-NM-080-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

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

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

(2) Model A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, and A319-153N airplanes.

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

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

(d) Subject

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

(e) Reason

This AD was prompted by the results of laboratory tests on non-rechargeable lithium batteries installed in emergency locator transmitters (ELT), which highlighted a lack of protection against currents of 28 volts DC or 115 volts AC that could lead to thermal runaway and a battery fire. The FAA is issuing this AD to address this unsafe condition, which could result in local (temporary) fires, and could result in damage to 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, European Union Aviation Safety Agency (EASA) AD 2020-0103, dated May 7, 2020; corrected May 8, 2020 (EASA AD 2020-0103).

(h) Exceptions to EASA AD 2020-0103

(1) Where EASA AD 2020-0103 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0103 does not apply to this AD.

(3) Where paragraph (3) of EASA AD 2020-0103 specifies the parts installation limitation, for this AD, comply with paragraph (i) of this AD.

(4) This AD allows the use of the airplane maintenance manual (AMM) tasks for the BITE [built-in test equipment] test of the ELT specified in the Airbus SAS technical adaptations (TAs) identified in paragraphs (h)(4)(i) and (ii) of this AD, in lieu of the AMM tasks specified in the applicable Airbus SAS service bulletins specified in EASA AD 2020-0103.

(i) Airbus SAS TA 80724343/009/2020, Issue 1, dated May 20, 2020.

(ii) Airbus SAS TA 80832689/007/2020, Issue 2, dated October 29, 2020.

(i) Parts Installation Limitation

(1) For airplanes that do not have an ELT having part number (P/N) 01N65900 installed as of the effective date of this AD: As of the effective date of this AD, no person may install an ELT having P/N 01N65900 on any airplane unless the airplane has been modified as required by paragraph (1) of EASA AD 2020-0103.

(2) For airplanes that have an ELT having P/N 01N65900 installed as of the effective date of this AD: After modification of the airplane as required by paragraph (1) of EASA AD 2020-0103, no person may install an ELT having P/N 01N65900 on that airplane if the modification is removed.

(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 responsible Flight Standards 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 responsible Flight Standards 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)(4) and (j)(2) 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.

(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 2020-0103, dated May 7, 2020; corrected May 8, 2020.

(ii) Airbus SAS Technical Adaptation 80724343/009/2020, Issue 1, dated May 20, 2020.

Note 1 to paragraphs (1)(2)(ii) and (iii): The issue date of the document is identified only on the last page of the document.

(iii) Airbus SAS Technical Adaptation 80832689/007/2020, Issue 2, dated October 29, 2020.

(3) For EASA AD 2020-0103, 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) For Airbus SAS service information, contact Airbus SAS, Airworthiness Office–EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet <https://www.airbus.com>.

(5) You may view this material at the FAA, 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-2020-0900.

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

Issued on January 14, 2021.

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

[FR Doc. 2021-03569 Filed 2-22-21; 8:45 am]



2021-02-18 Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.): Amendment 39-21401; Docket No. FAA-2020-1020; Project Identifier MCAI-2020-00988-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Defense and Space S.A. Model CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes and Model C-295 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by cracks found on certain left- and right-hand stringers in the area of frame (FR) 43 of the fuselage. The FAA is issuing this AD to address such cracking in the stringers, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0159, dated July 16, 2020 (EASA AD 2020-0159).

(h) Exceptions to EASA AD 2020-0159

(1) Where EASA AD 2020-0159 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0159 does not apply to this AD.

(3) Where EASA AD 2020-0159 lists a compliance time of “during the next A-check, or within 300 FH [flight hours] after the effective date of this AD, whichever occurs later,” this AD requires using a compliance time of within 300 FH after the effective date of this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0159 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 responsible Flight Standards 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 Defense and Space S.A.'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 Shahram Daneshmandi, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220; email shahram.daneshmandi@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 2020-0159, dated July 16, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0159, 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-2020-1020.

(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 January 14, 2021.

Ross Landes,

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

[FR Doc. 2021-03570 Filed 2-22-21; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2021-02-19 The Boeing Company: Amendment 39-21402 ; Docket No. FAA-2020-1176; Project Identifier AD-2020-01231-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 8, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company airplanes identified in paragraphs (c)(1) through (3) of this AD, certificated in any category.

(1) Model 787-8 airplanes equipped with bilge assemblies with decompression panels having part number (p/n) C412707-107, C412705-117, C412705-119, or C412705-121.

(2) Model 787-9 airplanes equipped with bilge assemblies with decompression panels having p/n C419701-123, C419701-125, C419701-127, or C419701-129.

(3) Model 787-10 airplanes equipped with bilge assemblies with decompression panels having p/n 852Z0151-100, 852Z0153-101, or 852Z0156-103.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of multiple incidents of torn decompression panels being found in the bilge area. The FAA is issuing this AD to address the possibility of leakage in the bilge area, which could, in the event of a cargo fire, result in insufficient Halon concentrations to adequately control the fire. This condition, if not addressed, could result in the loss of continued safe flight and landing of the airplane.

(f) Compliance

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

(g) Requirements

Within 30 days after the effective date of this AD, do a general visual inspection of the bilge barriers located in the forward and aft cargo compartments for disengaged or damaged (torn) decompression panels. If any disengaged but undamaged panel is found: Before further flight, reinstall the panel. If any damaged panel is found: Before further flight, replace the panel with a new

or serviceable panel. Reinstallations and replacements must be done in accordance with the operator's maintenance or inspection program, as applicable. Repeat the inspections thereafter at intervals not to exceed 120 days.

(h) Alternative Methods of Compliance (AMOCs)

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

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

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

(i) Related Information

For more information about this AD, contact Brandon Lucero, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3569; email: brandon.lucero@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on January 19, 2021.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-03462 Filed 2-17-21; 11:15 am]



2021-03-02 General Electric Company: Amendment 39-21405; Docket No. FAA-2020-0371; Project Identifier AD-2019-00124-E.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2B8F, and CF6-80C2D1F model turbofan engines that underwent an engine shop visit before November 1, 2018, and with accessory gearbox (AGB) adapter hydromechanical unit (HMU)/main engine control (MEC) idler adapter with part number (P/N) 9395M78G01, P/N 9395M78G02, P/N 9395M78G04, P/N 9395M78G05, P/N 9395M78G08, or P/N 9395M78G10, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by failure of the HMU/MEC on the AGB assembly. The FAA is issuing this AD to prevent failure of the HMU/MEC. The unsafe condition, if not addressed, could result in engine fire and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Perform a shim check of the HMU/MEC idler adapter inserts using paragraph 3.B.(1) of GE CF6-80C2 Service Bulletin (SB) 72-1577 R01, dated August 16, 2019 (the SB), within 1,200 flight hours (FHs) after the effective date of this AD.

(2) Thereafter, perform a repetitive shim check of the HMU/MEC idler adapter inserts using paragraph 3.B.(1) of the SB within every 1,200 FHs since the last shim check.

(3) If any HMU/MEC idler adapter insert fails the shim check required by paragraph (g)(1) or (2) of this AD, perform the following before further flight:

(i) Retorque the bolts at each bolt location that failed the shim check using paragraph 3.B.(1)(c) of the SB.

(ii) Perform the shim check again using paragraph 3.B.(1)(b) of the SB. If the shim check fails, perform the terminating action required by paragraph (h) of this AD.

(h) Terminating Action

As a terminating action to the requirements of paragraph (g) of this AD, perform the following:

(1) Do a protrusion check at all eight bolt locations using paragraph 3.C.(3) of the SB.

(2) Do a pull-out test at all eight bolt locations using paragraph 3.C.(4) of the SB.

(3) If the inserts on the HMU/MEC idler adapter fail the protrusion check or pull-out test required by paragraph (h)(1) or (2) of this AD, replace the inserts using paragraph 3.C.(5) of the SB. After replacement of the inserts is accomplished, the requirements of this AD have been met and no further action is required.

(4) If the inserts on the HMU/MEC idler adapter pass both the protrusion check and the pull-out test required by paragraphs (h)(1) and (2) of this AD, the requirements of this AD have been met and no further action is required.

(i) Credit for Previous Actions

(1) You may take credit for any shim check of the HMU/MEC idler adapter required by paragraph (g) of this AD if you performed this shim check before the effective date of this AD using GE CF6-80C2 SB 72-1577 R00, dated October 31, 2018.

(2) You may take credit for the terminating action required by paragraph (h) of this AD if you performed this action before the effective date of this AD using GE CF6-80C2 SB 72-1577 R00, dated October 31, 2018.

(j) Definition

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

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

For more information about this AD, contact Kevin M. Clark, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7088; fax: (781) 238-7199; email: kevin.m.clark@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) General Electric Company (GE) CF6-80C2 Service Bulletin 72-1577 R01, dated August 16, 2019.

(ii) [Reserved]

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

(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: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on January 21, 2021.

Ross Landes,

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

[FR Doc. 2021-03606 Filed 2-23-21; 8:45 am]



2021-03-03 ATR-GIE Avions de Transport Régional: Amendment 39-21406; Docket No. FAA-2020-0972; Project Identifier MCAI-2020-01091-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2021.

(b) Affected ADs

(1) This AD replaces AD 2000-23-26, Amendment 39-11999 (65 FR 70775, November 28, 2000) (AD 2000-23-26).

(2) This AD replaces AD 2018-14-11, Amendment 39-19331 (83 FR 34031, July 19, 2018) (AD 2018-14-11).

(3) This AD replaces AD 2019-13-04, Amendment 39-19677 (84 FR 35028, July 22, 2019) (AD 2019-13-04).

(c) Applicability

This AD applies to ATR-GIE Avions de Transport Régional Model ATR72-101, -102, -201, -202, -211, -212, and -212A airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before December 12, 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 fatigue cracking and damage in principal structural elements, which could result in reduced structural integrity of the airplane.

(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 2019-13-04, with no changes. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before January 30, 2018: Within 90 days after August 26, 2019 (the effective date of AD 2019-13-04), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in ATR ATR72 Time Limits Document, Revision 16, dated January 30, 2018. The initial compliance time for doing the tasks is at the time specified in ATR ATR72 Time Limits

Document, Revision 16, dated January 30, 2018, or within 90 days after August 26, 2019, whichever occurs later, except as provided by paragraphs (h) and (i) of this AD.

(h) Retained Initial Compliance Times for Certain Tasks, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2019-13-04, with no changes. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before January 30, 2018: For accomplishing airworthiness limitations (AWL) and certification maintenance requirement (CMR)/maintenance significant item (MSI) tasks identified in figure 1 to paragraph (h) of this AD, the initial compliance time is at the applicable time specified in the airworthiness limitations section (ALS) of the ATR ATR72 Time Limits Document, Revision 16, dated January 30, 2018, or at the applicable compliance time in figure 1 to paragraph (h) of this AD, whichever occurs later.

Figure 1 to paragraph (h) – Grace period for CMR/MSI tasks

CMR/MSI Tasks	Compliance Time
213100-1	Within 550 flight hours or 3 months after August 23, 2018 (the effective date of AD 2018-14-11), whichever occurs first
213100-2	
213100-3	

(i) Retained Initial Compliance Time: One-Time Initial Threshold, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2019-13-04, with no changes. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before January 30, 2018: For CMR task 220000-5, a one-time initial threshold, as specified in ATR ATR72 Time Limits Document, Revision 16, dated January 30, 2018, is allowed as specified in figure 2 to paragraph (i) of this AD.

Figure 2 to paragraph (i) – Initial threshold for CMR task

Configuration	Compliance Time
ATR modification 7585 embodied in production	Within 7,000 flight hours since first flight of the airplane
ATR Service Bulletin ATR72-34-1154 embodied in service	Within 7,000 flight hours after embodiment of ATR Service Bulletin ATR72-34-1154

(j) Retained Restrictions on Alternative Actions and Intervals With a New Exception

This paragraph restates the requirements of paragraph (j) of AD 2019-13-04, with a new exception. Except as required by paragraph (k) 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) and intervals may be used unless the actions and intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (n)(1) of this AD.

(k) New Maintenance or Inspection Program Revision

Except as specified in paragraph (l) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0173, dated August 5, 2020 (EASA AD 2020-0173). Accomplishing the maintenance or inspection program revision required by this paragraph terminates the requirements of paragraph (g) of this AD.

(l) Exceptions to EASA AD 2020-0173

(1) Where EASA AD 2020-0173 refers to its effective date, this AD requires using the effective date of this AD.

(2) The requirements specified in paragraphs (1) and (3) of EASA AD 2020-0173 do not apply to this AD.

(3) Paragraph (4) of EASA AD 2020-0173 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 “limitations, tasks and associated thresholds and intervals” specified in paragraph (4) of EASA AD 2020-0173 within 90 days after the effective date of this AD.

(4) Except as provided by paragraph (2) of EASA AD 2020-0173, the initial compliance time for doing the tasks specified in paragraph (4) of EASA AD 2020-0173 is at the applicable “associated thresholds” specified in paragraph (4) of EASA AD 2020-0173, or within 90 days after the effective date of this AD, whichever occurs later.

(5) Where table 1 of EASA AD 2020-0173 specifies a compliance time of “without exceeding the previous threshold and interval as specified in TLD [Time Limits Document] Revision 16” for this AD use “without exceeding the compliance times specified in paragraph (g) of this AD.”

(6) The provisions specified in paragraphs (5) and (6) of EASA AD 2020-0173 do not apply to this AD.

(7) The “Remarks” section of EASA AD 2020-0173 does not apply to this AD.

(m) New Provisions for Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (k) 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 2020-0173.

(n) 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 (o) 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 ATR-GIE Avions de Transport

Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220; email shahram.daneshmandi@faa.gov.

(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 March 31, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0173, dated August 5, 2020.

(ii) [Reserved]

(4) The following service information was approved for IBR on August 26, 2019 (84 FR 35028, July 22, 2019).

(i) ATR ATR72 Time Limits Document, Revision 16, dated January 30, 2018.

(ii) [Reserved]

(5) For EASA AD 2020-0173, 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 ATR service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email [; internet <https://www.atr-aircraft.com>.](mailto:aircraft.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-2020-0972.

(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 January 22, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03599 Filed 2-23-21; 8:45 am]



2021-03-09 The Boeing Company: Amendment 39-21412 ; Docket No. FAA-2020-1021; Project Identifier AD-2020-00847-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2021.

(b) Affected Airworthiness Directives (ADs)

This AD affects AD 98-11-03 R1, Amendment 39-10983 (64 FR 989, January 7, 1999) (AD 98-11-03 R1).

(c) Applicability

This AD applies to all The Boeing Company 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a determination that excessive sealant coating on internal wing Structural Significant Items (SSIs) may not reveal cracks during inspections required by AD 98-11-03 R1. The FAA is issuing this AD to address excessive sealant coating on internal wing SSIs that may prevent the detection of cracks during inspections. This condition, if not addressed, could result in propagation of structural cracks that could lead to the inability of a wing SSI to sustain limit load and result in loss of control of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision, Repetitive Inspections, and Repair

(1) Prior to reaching the applicable time specified in paragraph (g)(2)(i) or (ii) of this AD, incorporate a revision into the existing maintenance or inspection program, as applicable, that provides no less than the required damage tolerance rating (DTR) for each SSI of the wing listed in Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume I, Temporary Revision 08-1001, dated February 2020; and Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume II, Temporary Revision 11-1001, dated February 2020.

(2) At the applicable time specified in paragraph (g)(2)(i) or (ii) of this AD, perform initial inspections to detect cracks in the SSIs identified in Boeing 727 Supplemental Structural Inspection

Document D6-48040-1, Volume I, Temporary Revision 08-1001, dated February 2020; and Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume II, Temporary Revision 11-1001, dated February 2020.

(i) For Model 727-100C and 727-200F series airplanes: Inspect prior to the accumulation of 46,000 total flight cycles, or within 12 months after the effective date of this AD, whichever occurs later.

(ii) For all airplanes except for those airplanes identified in paragraph (g)(2)(i) of this AD: Inspect prior to the accumulation of 55,000 total flight cycles, or within 3,000 flight cycles measured from the date 12 months after the effective date of this AD, whichever occurs later.

(3) At the intervals specified in in Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume I, Temporary Revision 08-1001, dated February 2020; and Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume II, Temporary Revision 11-1001, dated February 2020, as applicable, repeat the inspections required by paragraph (g)(2) of this AD.

(4) If any cracked structure is found during any inspections required by paragraph (g) of this AD, repair before further flight using an FAA-approved method or using a method approved in accordance with the procedures specified in paragraph (j) of this AD. Within 12 months after repair, incorporate a revision into the maintenance or inspection program, as applicable, to include a damage-tolerance-based alternative inspection program for the repaired structure. Thereafter, inspect the affected structure in accordance with the alternative program. The inspection method and compliance times (i.e., threshold and repetitive intervals) of the alternative program must be approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) No Alternative Actions or Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g)(1) 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 (j) of this AD.

(i) Terminating Action for Certain Inspections Required by AD 98-11-03 R1

Accomplishing the revision required by paragraph (g)(1) of this AD and the initial inspections identified in Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume I, Temporary Revision 08-1001, dated February 2020; and Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume II, Temporary Revision 11-1001, dated February 2020, as required by paragraph (g)(2) of this AD, terminate the corresponding SSI inspections specified in Boeing Document No. D6-48040-1, Volumes 1 and 2, "Supplemental Structural Inspection Document" (SSID), Revision H, dated June 1994, as required by AD 98-11-03 R1.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, FAA, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously for AD 98-11-03 R1 are approved as AMOCs for the corresponding provisions of this AD for the SSIs identified in Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume I, Temporary Revision 08-1001, dated February 2020; and Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume II, Temporary Revision 11-1001, dated February 2020.

(k) Related Information

For more information about this AD, contact Mohit Garg, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5264; fax: 562-627-5210; email: mohit.garg@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 727 Supplemental Structural Inspection Document D6-48040-1, Volume I, Temporary Revision 08-1001, dated February 2020.

(ii) Boeing 727 Supplemental Structural Inspection Document D6-48040-1, Volume II, Temporary Revision 11-1001, dated February 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 January 28, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-03598 Filed 2-23-21; 8:45 am]



2021-03-10 Bombardier, Inc.: Amendment 39-21413; Docket No. FAA-2020-0859; Product Identifier 2020-NM-084-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD-100-1A10 airplanes, certificated in any category, serial numbers 20003 through 20500 inclusive, and 20501 through 20669 inclusive, fitted with fire detection and extinguishing (FIREX) control unit part number (P/N) 474112-2.

(d) Subject

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

(e) Reason

This AD was prompted by reports of failure of a certain FIREX control unit. The FAA is issuing this AD to address failure of a FIREX control unit, which could result in the loss of the ability to detect a fire.

(f) Compliance

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

(g) Replacement

Within 24 months after the effective date of this AD: Replace any FIREX control unit having P/N 474112-2 with a unit having P/N 474112-3, in accordance with paragraphs 2.B.(1) and (3) of the Accomplishment Instructions of the applicable Bombardier service bulletin specified in paragraphs (g)(1) and (2) of this AD.

(1) For airplanes having serial numbers 20003 through 20500 inclusive: Bombardier Service Bulletin 100-26-01, Revision 01, dated December 5, 2019.

(2) For airplanes having serial numbers 20501 through 20669 inclusive: Bombardier Service Bulletin 350-26-001, Revision 01, dated December 5, 2019.

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may install a FIREX control unit having P/N 474112-2 on any airplane.

(i) 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 Bombardier Service Bulletin 100-26-01, dated December 20, 2016; or Bombardier Service Bulletin 350-26-001, dated December 20, 2016, as applicable.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) TCCA AD CF-2020-12, dated May 1, 2020, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0859.

(2) For more information about this AD, contact Siddeeq Bacchus, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7362; fax 516-794-5531; email 9-avs-nyaco-cos@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) Bombardier Service Bulletin 100-26-01, Revision 01, dated December 5, 2019.

(ii) Bombardier Service Bulletin 350-26-001, Revision 01, dated December 5, 2019.

(3) For service information identified in this AD, contact Bombardier, Inc., 200 Côte Vertu Road West, Dorval, Québec H4S 2A3, Canada; North America toll-free telephone 1-866-538-1247 or direct-dial telephone 1-514-855-2999; email ac.yul@aero.bombardier.com; internet <https://www.bombardier.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>.

(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 January 28, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-03600 Filed 2-23-21; 8:45 am]



2021-03-11 Dassault Aviation: Amendment 39-21414; Docket No. FAA-2020-0980; Product Identifier 2020-NM-094-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2021.

(b) Affected ADs

(1) This AD replaces AD 2020-02-21, Amendment 39-19833 (85 FR 7860, February 12, 2020) (AD 2020-02-21).

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

(c) Applicability

This AD applies to all Dassault Aviation Model FALCON 2000 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

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

(f) Compliance

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

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

This paragraph restates the requirements of paragraph (i) of AD 2020-02-21, with no changes. Within 90 days after March 18, 2020 (the effective date of AD 2020-02-21), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, Revision 20, dated November 2018, of the Dassault Aviation Falcon 2000 Maintenance Manual. The initial compliance time for doing the tasks is at the time specified in Chapter 5-40, Airworthiness Limitations, Revision 20, dated November 2018, of the Dassault Aviation Falcon 2000 Maintenance Manual, or within 90 days after March 18, 2020, whichever occurs later, except as required by paragraphs (g)(1) through (3) of this AD. The term “LDG” in the “First Inspection” column of any table in the service information specified in this paragraph means total airplane landings. The term “FH” in the “First Inspection” column of any table in the service

information specified in this paragraph means total flight hours. The term “FC” in the “First Inspection” column of any table in the service information specified in this paragraph means total flight cycles. The term “M” in the “First Inspection” column of any table in the service information specified in this paragraph means months since date of issuance of the original airworthiness certificate or original export certificate of airworthiness.

(1) For Task 30-11-09-350-801 identified in the service information specified in the introductory text of paragraph (g) of this AD, the initial compliance time is the later of the times specified in paragraphs (g)(1)(i) and (ii) of this AD.

(i) At the earlier of the times specified in paragraphs (g)(1)(i)(A) and (B) of this AD.

(A) Prior to the accumulation of 2,400 total flight hours or 2,000 total flight cycles, whichever occurs first.

(B) Within 2,400 flight hours or 2,000 flight cycles after April 7, 2014 (the effective date of AD 2014-03-12, Amendment 39-17749 (79 FR 11693, March 3, 2014) (AD 2014-03-12)), whichever occurs first.

(ii) Within 30 days after April 7, 2014 (the effective date of AD 2014-03-12).

(2) For Task 52-20-00-610-801-01 identified in the service information specified in the introductory text of paragraph (g) of this AD, the initial compliance time is within 24 months after April 7, 2014 (the effective date of AD 2014-03-12).

(3) The limited service life of part number F2MA721512100 is 3,750 total flight cycles on the part or 6 years since the manufacturing date of the part, whichever occurs first.

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

This paragraph restates the requirements of paragraph (j) of AD 2020-02-21, 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 AMOC in accordance with the procedures specified in paragraph (m)(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 2020-0113, dated May 20, 2020 (EASA AD 2020-0113). 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 2020-0113

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2020-0113 do not apply to this AD.

(2) Paragraph (3) of EASA AD 2020-0113 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 “limitations, tasks and associated thresholds and intervals” specified in paragraph (3) of EASA AD 2020-0113 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 2020-0113 is at the applicable “associated thresholds” specified in paragraph (3) of EASA AD 2020-0113, 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 2020-0113 do not apply to this AD.

(5) The “Remarks” section of EASA AD 2020-0113 does not apply to this AD.

(k) New Provisions for Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections) and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2020-0113.

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

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

(m) 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 (n) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards District Office.

(ii) AMOCs approved previously for AD 2020-02-21 are approved as AMOCs for the corresponding provisions of EASA AD 2020-0113 that are required by paragraph (i) of this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, 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.

(n) 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.

(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 March 31, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0113, dated May 20, 2020.

(ii) [Reserved]

(4) The following service information was approved for IBR on March 18, 2020 (85 FR 7860, February 12, 2020).

(i) Chapter 5-40, Airworthiness Limitations, Revision 20, dated November 2018, of the Dassault Aviation Falcon 2000 Maintenance Manual.

(ii) [Reserved]

(5) For EASA AD 2020-0113, 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>. For information about Dassault Aviation material, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; internet <https://www.dassaultfalcon.com>.

(6) 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-2020-0980.

(7) 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 January 29, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03603 Filed 2-23-21; 8:45 am]



2021-03-12 Dassault Aviation: Amendment 39-21415; Docket No. FAA-2020-0977; Project Identifier MCAI-2020-01106-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2021.

(b) Affected AD

This AD replaces AD 2019-03-27, Amendment 39-19579 (84 FR 7801, March 5, 2019) (AD 2019-03-27).

(c) Applicability

This AD applies to all Dassault Aviation Model Falcon 10 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 30, Ice and rain protection.

(e) Reason

This AD was prompted by a report indicating that certain wing anti-ice outboard flexible hoses were found damaged, likely resulting from the installation process, and the development of an improved wing anti-ice flexible hose. The FAA is issuing this AD to address damaged wing anti-ice outboard flexible hoses, which could lead to a loss of performance of the wing anti-ice protection system that is not annunciated to the pilot, and could result in reduced control of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0127, dated June 4, 2020 (EASA AD 2020-0127).

(h) Exceptions to EASA AD 2020-0127

(1) Where EASA AD 2020-0127 refers to February 25, 2019 (the effective date of EASA AD 2019-0040-E, dated February 21, 2019), this AD requires using March 8, 2019 (the effective date of AD 2019-03-27).

(2) Where EASA AD 2020-0127 refers to its effective date, this AD requires using the effective date of this AD.

(3) The “Remarks” section of EASA AD 2020-0127 does not apply to this AD.

(4) Where EASA AD 2020-0127 refers to paragraph (4) of EASA AD 2017-0108 for applicable life limits, for this AD refer to FAA AD 2016-19-07, Amendment 39-18656 (81 FR 63688, September 16, 2016).

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0127 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 responsible Flight Standards 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 responsible Flight Standards 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; phone 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.

(3) The following service information was approved for IBR on March 31, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0127, dated June 4, 2020.

(ii) [Reserved]

(4) For EASA AD 2020-0127, 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>.

(5) 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-2020-0977.

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

Issued on January 28, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03601 Filed 2-23-21; 8:45 am]



2021-03-17 Bombardier, Inc.: Amendment 39-21420; Docket No. FAA-2020-0843; Product Identifier 2020-NM-073-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD-700-1A10 airplanes, certificated in any category, serial numbers 9002, 9003, 9011, 9016, 9020, 9022 through 9025 inclusive, 9029, 9031, 9032, 9036, 9039 through 9044 inclusive, 9046 through 9058 inclusive, 9060 through 9065 inclusive, 9067 through 9081 inclusive, 9083 through 9106 inclusive, 9108 through 9122 inclusive, 9124 through 9126 inclusive, 9128, 9129, 9133, 9134, 9136 through 9139 inclusive, 9141 through 9148 inclusive, 9150, 9151, 9153, 9159, 9162, 9163, 9165, and 9169.

(d) Subject

Air Transport Association (ATA) of America Code 33, Lights.

(e) Reason

This AD was prompted by a report of smoke and signs of an overheating condition from the emergency light battery (ELB) due to excessive corrosion surrounding the internal lead acid batteries, which caused an electrical short circuit that led to the smoke and overheating condition. The FAA is issuing this AD to address such conditions, which could cause fire onboard the airplane.

(f) Compliance

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

(g) Inspection and Corrective Action

Within 15 months after the effective date of this AD, inspect the ELB to determine the last replacement date or the manufacturing date, as applicable; if during this inspection, any date is found to be 4 years or older, replace the ELB before further flight. Do the actions in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 700-33-024, dated May 13, 2019. For airplanes on which the restoration task specified in paragraph (h) of this AD was done before the effective date of this AD, the requirements of paragraph (g) of this AD are not required.

(h) Maintenance or Inspection Program Revision

Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to include the information specified in Bombardier BD-700 Supplemental Time Limits/Maintenance Checks (STLMC) Chapter 5 task number 33-51-54-603, “Restoration of the Emergency Lighting Batteries (XL245-B Emergency Battery System),” in the Bombardier BD-700 STLMC, as specified in the applicable temporary revision identified in figure 1 to paragraph (h) of this AD. The initial compliance time for doing task 33-51-54-603 is at the applicable time specified in paragraph (h)(1) or (2) of this AD. Repeat task 33-51-54-603 thereafter at the interval specified within that task.

(1) If both ELBs were replaced at the time of compliance with paragraph (g) of this AD: Within 48 months after the ELB replacement.

(2) If neither ELB, or only one ELB, was replaced at the time of compliance with paragraph (g) of this AD: Within 48 months after the applicable date specified in paragraph (h)(2)(i) or (ii) of this AD.

(i) For each ELB, use the battery replacement date, if it is indicated.

(ii) For each ELB, use the date of manufacture, if it does not have a battery replacement date indicated.

Figure 1 to paragraph (h) – Service Information

Airplane Serial Number	Temporary Revision (TR)
9002, 9003, 9011, 9016, 9020, 9022 through 9025 inclusive, 9029, 9031, 9032, 9036, 9039 through 9044 inclusive, 9046 through 9058 inclusive, 9060 through 9065 inclusive, 9067 through 9081 inclusive, 9083 through 9106 inclusive, 9108 through 9122 inclusive, and 9124	Bombardier Global Express BD-700 STLMC TR 05-19091701, dated September 17, 2019
9125, 9126, 9128, 9129, 9133, 9134, 9136 through 9139 inclusive, 9141 through 9148 inclusive, 9150, 9151, and 9153	Bombardier Global Express BD-700 STLMC TR 05-19091704, dated September 17, 2019
9159, 9162, 9163, 9165, and 9169	Bombardier Global Express XRS BD-700 STLMC TR 05-19091705, dated September 17, 2019

(i) Misidentified Restoration Task

The following temporary revisions misidentified the required restoration task as task “33-51-54-602.”

(1) Bombardier Global Express XRS BD-700 STLMC Temporary Revision 05-19032701, dated March 27, 2019.

(2) Bombardier Global Express BD-700 STLMC Temporary Revision 05-19040301, dated April 3, 2019.

(3) Bombardier Global Express BD-700 STLMC Temporary Revision 05-19040401, dated April 4, 2019.

(j) Compliance With Restoration Task for Airplanes On Which the Misidentified Task Was Accomplished

For airplanes on which the restoration task specified as task “33-51-54-602” in the applicable temporary revision identified in paragraph (i) of this AD was done before the effective date of this AD:

- (1) The actions specified in paragraph (g) of this AD are not required.
- (2) The initial accomplishment of the task specified in paragraphs (h)(1) and (2) of this AD is not required.
- (3) Task 33-51-54-603 must be done within 48 months after task “33-51-54-602” was accomplished, and thereafter at the intervals specified in task 33-51-54-603.

(k) No Alternative Actions and Intervals

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

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

- (1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.
- (2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier's TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(m) Related Information

- (1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2020-07, dated March 17, 2020, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0843.
- (2) For more information about this AD, contact Thomas Niczky, Aerospace Engineer, Avionics and Electrical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7347; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

(n) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 700-33-024, dated May 13, 2019.

(ii) Bombardier Global Express BD-700 Supplemental Time Limits/Maintenance Checks (STLMC) Temporary Revision (TR) 05-19091701, dated September 17, 2019.

(iii) Bombardier Global Express BD-700 STLMC TR 05-19091704, dated September 17, 2019.

(iv) Bombardier Global Express XRS BD-700 STLMC TR 05-19091705, dated September 17, 2019.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone 514-855-5000; fax 514-855-7401; email ac.yul@aero.bombardier.com; internet <https://www.bombardier.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 January 29, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-03574 Filed 2-22-21; 8:45 am]



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

2021-04-02 Dassault Aviation: Amendment 39-21423; Docket No. FAA-2020-0976; Product Identifier 2020-NM-095-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

(1) This AD replaces AD 2020-04-22, Amendment 39-19858 (85 FR 17487, March 30, 2020) (AD 2020-04-22).

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

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 2000EX airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before February 15, 2020.

(d) Subject

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

(e) Reason

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

(f) Compliance

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

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

This paragraph restates the requirements of paragraph (i) of AD 2020-04-22, with no changes. For airplanes with an original airworthiness certificate or original export certificate of airworthiness issued on or before January 15, 2019: Within 90 days after May 4, 2020 (the effective date of AD 2020-04-22), revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 12, dated November 2018, of the Dassault Falcon 2000EX Maintenance Manual. The initial compliance times for doing the tasks are at the time specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 12, dated November 2018, of the Dassault Falcon 2000EX Maintenance Manual, or within 90 days after May 4, 2020, whichever occurs later; except for task number 52-20-00-610-801-

01, the initial compliance time is within 24 months after October 8, 2014 (the effective date of AD 2014-16-12, Amendment 39-17936 (79 FR 52187, September 3, 2014)). The term “LDG” in the “First Inspection” column of any table in the service information specified in this paragraph means total airplane landings. The term “FH” in the “First Inspection” column of any table in the service information specified in this paragraph means total flight hours. The term “FC” in the “First Inspection” column of any table in the service information specified in this paragraph means total flight cycles. Accomplishing the maintenance or inspection program revision required by paragraph (i) of this AD terminates the requirements of this paragraph.

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

This paragraph restates the requirements of paragraph (j) of AD 2020-04-22, with a new exception. Except as required by paragraph (k) 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 AMOC in accordance with the procedures specified in paragraph (m)(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 2020-0114, dated May 20, 2020 (EASA AD 2020-0114). 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 2020-0114

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2020-0114 do not apply to this AD.

(2) Paragraph (3) of EASA AD 2020-0114 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 “limitations, tasks and associated thresholds and intervals” specified in paragraph (3) of EASA AD 2020-0114 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 2020-0114 is at the applicable “associated thresholds” specified in paragraph (3) of EASA AD 2020-0114, 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 2020-0114 do not apply to this AD.

(5) The “Remarks” section of EASA AD 2020-0114 does not apply to this AD.

(k) New Provisions for Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections), and intervals are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2020-0114.

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

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

(m) 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 responsible Flight Standards 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 (n) 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 responsible Flight Standards 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.

(n) 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.

(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 March 30, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0114, dated May 20, 2020.

(ii) [Reserved]

(4) The following service information was approved for IBR on May 4, 2020 (85 FR 17487, March 30, 2020).

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

(ii) [Reserved]

(5) For EASA AD 2020-0114, 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>. For Dassault Aviation material, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; internet <https://www.dassaultfalcon.com>.

(6) 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-2020-0976.

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

Issued on February 1, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03576 Filed 2-22-21; 8:45 am]



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www.gpoaccess.gov/fr/advanced.html

2021-04-05 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Amendment 39-21426; Docket No. FAA-2020-1110; Project Identifier MCAI-2020-01003-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

This AD replaces AD 2019-23-15, Amendment 39-19809 (84 FR 67830, December 12, 2019).

(c) Applicability

This AD applies to the Airbus Canada Limited Partnership (type certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD-500-1A10 and BD-500-1A11 airplanes, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD.

(1) Model BD-500-1A10 airplanes, serial numbers 50001 and subsequent with an original airworthiness certificate or original export certificate of airworthiness issued on or before June 18, 2020.

(2) Model BD-500-1A11 airplanes, serial numbers 55001 and subsequent with an original airworthiness certificate or original export certificate of airworthiness issued on or before June 18, 2020.

(d) Subject

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

(e) Reason

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

(f) Compliance

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

(g) New Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Airbus Canada Limited Partnership A220 Airworthiness Limitations, BD500-3AB48-11400-02, Issue 011.00, dated June 18, 2020. The initial compliance time for doing the tasks is at the time specified in Airbus Canada

Limited Partnership A220 Airworthiness Limitations, BD500-3AB48-11400-02, Issue 011.00, dated June 18, 2020, or within 90 days after the effective date of this AD, whichever occurs later.

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

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

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Airbus Canada Limited Partnership'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) TCCA AD CF-2020-25, dated July 16, 2020, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1110.

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

(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) Airbus Canada Limited Partnership A220 Airworthiness Limitations, BD500-3AB48-11400-02, Issue 011.00, dated June 18, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus Canada Limited Partnership, 13100 Henri-Fabre Boulevard, Mirabel, Québec, J7N 3C6, Canada; telephone 450-476-7676; email a220_crc@abc.airbus; internet <http://a220world.airbus.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 February 4, 2021.

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

[FR Doc. 2021-03578 Filed 2-22-21; 8:45 am]



2021-04-09 Yaborã Industria Aeronáutica S.A. (Type Certificate Previously Held by Embraer S.A.): Amendment 39-21430; Docket No. FAA-2020-1035; Project Identifier MCAI-2020-01017-T.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Yaborã Industria Aeronáutica S.A. Model EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145EP, -145ER, -145LR, -145MP, -145MR, and -145XR airplanes; certificated in any category; as identified in Agência Nacional de Aviação Civil (ANAC) AD 2020-07-02, effective July 21, 2020 (ANAC AD 2020-07-02).

(d) Subject

Air Transport Association (ATA) of America Code 73, Engine fuel and control.

(e) Reason

This AD was prompted by reports that calculations provided by the automatic takeoff thrust control system (ATTCS) are incorrect under certain conditions. The FAA is issuing this AD to address the risk of over-prediction of the operational margins, without the necessary alert being provided to the flightcrew in some situations. This condition, if not corrected, could lead to a performance reduction during takeoff, in which case the airplane may not be able to take off safely.

(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, ANAC AD 2020-07-02.

(h) Exceptions to ANAC AD 2020-07-02

(1) Where ANAC AD 2020-07-02 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Alternative method of compliance (AMOC)” section of ANAC AD 2020-07-02 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 responsible Flight Standards 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 responsible Flight Standards 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 ANAC; or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(j) 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.

(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) Agência Nacional de Aviação Civil (ANAC) AD 2020-07-02, effective July 21, 2020.

(ii) [Reserved]

(3) For ANAC AD 2020-07-02, contact National Civil Aviation Agency (ANAC), Aeronautical Products Certification Branch (GGCP), Rua Dr. Orlando Feirabend Filho, 230–Centro Empresarial Aquarius–Torre B–Andares 14 a 18, Parque Residencial Aquarius, CEP 12.246-190–São José dos Campos–SP, BRAZIL, Tel: 55 (12) 3203-6600; Email: pac@anac.gov.br; internet www.anac.gov.br/en/. You may find this IBR material on the ANAC website at <https://sistemas.anac.gov.br/certificacao/DA/DAE.asp>.

(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-2020-1035.

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

Issued on February 5, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-03586 Filed 2-22-21; 8:45 am]



DATE: February 23, 2021
AD #: 2021-05-51

Emergency Airworthiness Directive (AD) 2021-05-51 is sent to owners and operators of Pratt & Whitney Division (PW) PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 model turbofan engines.

Background

This emergency AD was prompted by the in-flight failure of a 1st-stage low-pressure compressor (LPC) blade on a PW4077 model turbofan engine resulting in an engine fire during flight. This condition, if not addressed, could result in 1st-stage LPC blade release, damage to the engine, and damage to the airplane.

Relevant Service Information

The FAA reviewed Pratt & Whitney Alert Service Bulletin (ASB) PW4G-112-A72-268, Revision No. 7, dated September 6, 2018. This ASB specifies procedures for performing thermal acoustic image (TAI) inspections of 1st-stage LPC blades.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires performing a TAI inspection for cracks in certain 1st-stage LPC blades and removal of those blades that fail inspection.

Interim Action

The FAA considers this AD to be an interim action. The FAA anticipates that further AD action will follow.

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 AD

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

2021-05-51 Pratt & Whitney Division: Project Identifier AD-2021-00188-E.

(a) Effective Date

This emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Division (PW) PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 model turbofan engines, with a 1st-stage low-pressure compressor (LPC) blade, with part number 52A241, 55A801, 55A801-001, 55A901, 55A901-001, 56A201, 56A201-001, or 56A221, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an in-flight failure of a 1st-stage LPC blade on a PW4077 model turbofan engine resulting in an engine fire during flight. The FAA is issuing this AD to prevent failure of the 1st-stage LPC blades. The unsafe condition, if not addressed, could result in 1st-stage LPC blade 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

(1) Before further flight, perform a thermal acoustic image (TAI) inspection of the 1st-stage LPC blades for cracks using a method approved by the FAA.

Note 1 to paragraph (g)(1): Vendors that have an FAA-approved TAI inspection are listed in the Vendor Services Section of Pratt & Whitney Alert Service Bulletin PW4G-112-A72-268, Revision No. 7, dated September 6, 2018.

(2) If any 1st-stage LPC blade fails the inspection required by paragraph (g)(1) of this AD, remove the blade from service and replace with a part eligible for installation before further flight.

(h) Definition

For the purpose of this AD, a part eligible for installation is a 1st-stage LPC blade that passed the inspection required by paragraph (g)(1) of this AD

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For further information about this AD, contact: Carol Nguyen, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7655; fax: (781) 238-7199; email: carol.nguyen@faa.gov.

(2) For service information identified in this AD, contact: Pratt & Whitney Division, 400 Main Street, East Hartford, CT 06118; phone: (860) 565-0140; email: help24@pw.utc.com; website: <https://fleetcare.pw.utc.com>. You may view this referenced service information at the 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.

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