FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2020-09

4/13/2020 - 4/26/2020

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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2020-01			
2019-23-04		The Boeing Company	727, 727-100, 727C, 727-100C, 727-200, and 727-200F
2019-23-16		The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2019-24-12		De Havilland Aircraft of Canada Limited	DHC-8-401 and -402
2019-24-13		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-24-14		328 Support Services GmbH	328-100
2019-24-15		The Boeing Company	737-900ER
2019-24-16	R 2017-16-08	Embraer S.A	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2019-24-18		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F, 757-200, -200PF, -200CB, and -300, 767-200, -300, -300F, and -400ER
2019-25-13		Engine Alliance	GP7270 and GP7277
2019-25-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER
Biweekly 2020-02			
2019-22-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), Model CL-600-2E25 (Regional Jet Series 1000)
2019-23-14		The Boeing Company	37-100, -200, -200C, -300, -400, and -500
2019-24-01		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -231, -212, -213, and -232, A330-201, -202, -203, -223, -223F, -243, and -243F, A340-211, -212, -213, -311, -312, -313, -541, and -642
2019-25-10		Fokker Services B.V	F28 Mark 0070 and 0100
2019-25-11		Viking Air Limited	CL-215-1A10, CL-215-6B11 (CL-215T Variant)
2019-25-12	R 2016-18-02	The Boeing Company	777-200 and -300ER
2019-25-14		The Boeing Company	777-300ER and 777F
2019-25-15		Fokker Services B.V	F28 Mark 0100
2019-25-16	R 2017-06-08	Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL
2019-25-18		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2019-25-19		Airbus SAS	A350-941
2020-01-11	R 2017-12-07	The Boeing Company	737-800, -900, and -900ER
2020-01-55	E	General Electric Company	GE90-110B1 and GE90-115B
Biweekly 2020-03			
2019-25-20		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G; C-130A, C-130B, C-130BL, C-130E, C-130H, C-130H-30, C-130J, C-130J-30, EC-130Q, HC-130H, KC-130H, NC-130B, NC-130, and WC-130H airplanes
2019-25-55		The Boeing Company	737-300, -400, and -700 series airplanes
2019-26-01		Airbus SAS	A350-941 and -1041 airplanes
2020-01-12	A 2017-16-12	Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-13	R 2018-19-26 A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 200 airplanes
2020-01-14		Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2020-01-17		Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-18	R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes

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AD No.	Information	Manufacturer	Applicability

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

Biweekly 2020-04

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

Biweekly 2020-05

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

Biweekly 2020-06

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

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

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2020-05-27		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2020-06-10		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2020-06-15		Fokker Services B.V.	F28 Mark 0100 airplanes
2020-06-16	R 2017-03-02	Rolls-Royce Deutschland Ltd. & Co. KG	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2020-06-17	R 2011-09-06	Airbus SAS	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A330-941; A340-211, -212, and -213; A340-311, -312, and -313; A340-541 and -642 airplanes
2020-06-18		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes
2020-07-02		Pratt & Whitney	PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 turbofan engines
2020-07-10		Airbus SAS	A320-271N; A321-271N, -271NX, and -272N airplanes
2020-08-01		General Electric Company	CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1 turbofan engines
Biweekly 2020-09			
2020-07-11		ATR–GIE Avions de Transport Regional	ATR42-200, -300, -320, and -500; ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-12		ATR–GIE Avions de Transport Regional	ATR42-500
2020-07-13		Bombardier, Inc	BD-100-1A10
2020-07-14		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2020-07-16	R 2016-16-09 R 2019-03-20 A 2014-16-23	Dassault Aviation	FALCON 7X
2020-07-17		Saab AB, Support and Services	SAAB 2000
2020-07-18	R 2017-05-12	Airbus SAS	A318-112; A319-111, -112, -115, -132, and -133; A320-214, -216, -232, and -233; A321-211, -212, -213, -231, and -232
2020-07-19		ATR–GIE Avions de Transport Regional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-20	R 2004-06-01 R 2009-06-09 A 2008-17-01 R1 A 2012-01-08	Support Services GmbH	328-100
2020-07-21		Yabora Industria Aeronautica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-07-51		International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2020-08-02		Thales AVS France SAS	Global Positioning System/Satellite Based Augmentation System receivers
2020-08-03	R 2008-22-24	Rolls-Royce Deutschland Ltd & Co KG	RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB-211-535E4-B-75
2020-08-04		International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM
2020-09-03		International Aero Engines AG	V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2531-E5, and V2533-A5

2020-07-11 ATR–GIE Avions de Transport Régional: Amendment 39-19890; Docket No. FAA-2019-1075; Product Identifier 2019-NM-189-AD.

(a) Effective Date

This AD is effective May 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the ATR-GIE Avions de Transport Régional airplanes identified in paragraphs (c)(1) and (2) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0278, dated November 12, 2019 ("EASA AD 2019-0278").

(1) Model ATR42-200, -300, -320, and -500 airplanes.

(2) Model ATR72-101, -102, -201, -202, -211, -212, and -212A airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 29, Hydraulic power; and 92, Electronic common installation.

(e) Reason

This AD was prompted by reports of interference and chafing between a propeller brake hydraulic pipe and an electrical wire bundle bracket screw installed in the underwing box of the right-hand (RH) engine nacelle. The FAA is issuing this AD to address hydraulic pipe damage, which could result in hydraulic leakage and a potential fire in a non-fire-resistant area of the RH engine nacelle when the propeller brake is activated or deactivated while the airplane is on the ground.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0278.

(h) Exceptions to EASA AD 2019-0278

(1) Where EASA AD 2019-0278 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0278 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0278 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards 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 2019-0278, dated November 12, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0278, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-1075.

(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 April 3, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-07648 Filed 4-10-20; 8:45 am]

2020-07-12 ATR–GIE Avions de Transport Régional: Amendment 39-19891; Docket No. FAA-2019-0985; Product Identifier 2019-NM-183-AD.

(a) Effective Date

This AD is effective May 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR–GIE Avions de Transport Régional Model ATR42-500 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0262, dated October 22, 2019 ("EASA AD 2019-0262").

(d) Subject

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

(e) Reason

This AD was prompted by a report of interference between bonding braid screws and pitch tab control rods on the ATR final assembly line. The FAA is issuing this AD to address interference between bonding braid screws and pitch tab control rods, which could lead to failure of the rods and tab disconnection, possibly resulting 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, EASA AD 2019-0262.

(h) Exceptions to EASA AD 2019-0262

(1) Where EASA AD 2019-0262 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2019-0262 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0262 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0262, dated October 22, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0262, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0985.

(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 April 3, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07647 Filed 4-10-20; 8:45 am]

2020-07-13 Bombardier, Inc.: Amendment 39-19892; Docket No. FAA-2019-0728; Product Identifier 2019-NM-071-AD.

(a) Effective Date

This AD is effective May 18, 2020.

(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 20752 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto flight.

(e) Reason

This AD was prompted by a report that during "ALTS CAP" or "(V) ALTS CAP" mode, the flight guidance/autopilot does not account for engine failure while capturing an altitude. The FAA is issuing this AD to address the occurrence of an engine failure during or before a climb while in ALTS CAP or (V) ALTS CAP mode, as it could cause the airspeed to drop significantly below the safe operating speed and may require prompt flightcrew intervention to maintain a safe operating speed.

(f) Compliance

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

(g) Revision of the Existing Airplane Flight Manual (AFM)

Within 30 days after the effective date of this AD: Revise the existing AFM to include the information in the "Autoflight" procedure in Section 02-04, "System Limitations," of the LIMITATIONS section, and "Engine Failure in Climb During ALTS CAP," procedure in Section 03-32, "Powerplant," of the EMERGENCY PROCEDURES section; of the Bombardier Challenger 300 Airplane Flight Manual, Publication No. CSP 100-1, Revision 53, dated September 5, 2018 (for airplanes having serial numbers 20003 through 20500 inclusive); or the Bombardier Challenger 350 Airplane Flight Manual, Publication No. CH 350 AFM, Revision 19, dated September 5, 2018 (for airplanes having serial numbers 20501 through 20752 inclusive).

(h) 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; phone: 516-228-7300; fax: 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2019-12, dated April 3, 2019, for related information. This MCAI may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0728.

(2) For more information about this AD, contact Steven Dzierzynski, Aerospace Engineer, Avionics and Electrical Systems Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7367; fax: 516-794-5531; email: 9-avs-nyaco-cos@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Bombardier Challenger 300 Airplane Flight Manual, Publication No. CSP 100-1, Revision 53, dated September 5, 2018.

(A) Section 02-04, “Systems Limitations,” of the LIMITATIONS section.

(B) Section 03-32, “Powerplant,” of the EMERGENCY PROCEDURES section.

(ii) Bombardier Challenger 350 Airplane Flight Manual, Publication No. CH 350 AFM, Revision 19, dated September 5, 2018.

(A) Section 02-04, “Systems Limitations,” of the LIMITATIONS section.

(B) Section 03-32, “Powerplant,” of the EMERGENCY PROCEDURES section.

(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 phone: 1-866-538-1247 or direct-dial phone: 1-514-855-2999; email: ac.yul@aero.bombardier.com; internet: http://www.bombardier.com.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at

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

Issued on April 3, 2020.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-07644 Filed 4-10-20; 8:45 am]

2020-07-14 The Boeing Company: Amendment 39-19893; Docket No. FAA-2019-0859; Product Identifier 2019-NM-114-AD.

(a) Effective Date

This AD is effective May 18, 2020.

(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, 747SR, and 747SP series airplanes, certificated in any category, line numbers (L/Ns) 1 through 1229 inclusive.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by fuel system reviews conducted by the manufacturer indicating that the existing bond path design provides insufficient bond resistance margin between the fuel pump motor/impeller and structure. The FAA is issuing this AD to address insufficient bond resistance margin between the fuel pump motor/impeller and structure. In the event of a fuel pump electrical fault, this condition might cause arcs at the existing fuel pump/tank interfaces and an ignition of fuel vapor in the wing fuel tank, which could result in a fuel tank explosion and consequent loss of the airplane.

(f) Compliance

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

(g) Definitions

The definitions specified in paragraphs (g)(1) through (4) of this AD apply.
(1) Group 1 airplanes: L/Ns 1 through 167 inclusive.
(2) Group 2 airplanes: L/Ns 168 through 971 inclusive.
(3) Group 3 airplanes: L/Ns 972 through 1161 inclusive.
(4) Group 4 airplanes: L/Ns 1162 through 1229 inclusive.

(h) Replacement, Installation, and Inspection

Within 60 months after the effective date of this AD, do the applicable actions specified in paragraphs (h)(1) through (4) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 747-28-2228, Revision 1, dated September 27, 2001.

(1) For Groups 1, 2, and 3 airplanes: Do the actions specified in paragraphs (h)(1)(i) and (ii) of this AD.

(i) Do a general visual inspection of the six override/jettison fuel pumps to determine if the bonding jumper has a one-piece braid or two-piece braid. If the bonding jumper has a one-piece braid, within 60 months after the effective date of this AD, replace the existing bonding jumper.

(ii) Install a second bonding jumper.

(2) For Groups 1, 2, and 3 airplanes with horizontal stabilizer fuel tanks: Do the actions specified in paragraphs (h)(2)(i) and (ii) of this AD.

(i) Do a general visual inspection of the two transfer/jettison fuel pumps to determine if the bonding jumper has a one-piece braid or a two-piece braid. If the bonding jumper has a one-piece braid, within 60 months after the effective date of this AD, replace the existing bonding jumper.

(ii) Install a second bonding jumper.

(3) For all airplanes: Replace the bonding jumpers on the auxiliary power unit (APU) fuel pump.

(4) For Groups 1 and 2 airplanes: Replace the bonding jumper on the electrical scavenge fuel pump.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 747-28-2228, dated November 4, 1999, provided it can conclusively be determined that all bonding resistance values specified in Boeing Service Bulletin 747-28-2228, Revision 1, dated September 27, 2001, have been met.

(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) 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

For more information about this AD, contact Jeffrey Rothman, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3558; email: jeffrey.rothman@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 Service Bulletin 747-28-2228, Revision 1, dated September 27, 2001.

(ii) [Reserved]

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

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

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

Issued on April 3, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-07645 Filed 4-10-20; 8:45 am]

2020-07-16 Dassault Aviation: Amendment 39-19895; Docket No. FAA-2019-0991; Product Identifier 2019-NM-179-AD.

(a) Effective Date

This AD is effective May 18, 2020.

(b) Affected ADs

(1) This AD replaces AD 2016-16-09, Amendment 39-18607 (81 FR 52752, August 10, 2016) and AD 2019-03-20, Amendment 39-19572 (84 FR 6059, February 26, 2019) ("AD 2019-03-20").

(2) This AD affects AD 2014-16-23, Amendment 39-17947 (79 FR 52545, September 4, 2014) ("AD 2014-16-23").

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before June 1, 2019.

Note 1 to paragraph (c): Model FALCON 7X airplanes with modifications M1000 and M1254 incorporated are commonly referred to as "Model FALCON 8X" airplanes as a marketing designation.

(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 and reduced control of airplanes due to the failure of system components.

(f) Compliance

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

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

This paragraph restates the requirements of paragraph (g) of AD 2019-03-20, with no changes. Within 90 days after April 2, 2019 (the effective date of AD 2019-03-20), revise the existing maintenance or inspection program, as applicable, by incorporating the information specified in Chapter 5-40-00, Airworthiness Limitations, DGT 107838, Revision 7, dated August 24, 2018, of the

Dassault Falcon 7X Maintenance Manual (MM). The initial compliance times for the tasks specified in Chapter 5-40-00, Airworthiness Limitations, DGT 107838, Revision 7, dated August 24, 2018, of the Dassault Falcon 7X MM are at the applicable compliance times specified in Chapter 5-40-00, Airworthiness Limitations, DGT 107838, Revision 7, dated August 24, 2018, of the Dassault Falcon 7X MM, or within 90 days after April 2, 2019, whichever occurs later. Accomplishing the maintenance or inspection program revision required by paragraph (i) of this AD terminates the requirements of this paragraph.

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

This paragraph restates the requirements of paragraph (i) of AD 2019-03-20, with a new exception. Except as required by paragraph (i) of this AD, after the maintenance or inspection program, as applicable, 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 (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 2019-0257, dated October 17, 2019 ("EASA AD 2019-0257"). Accomplishing the maintenance or inspection program revision required by this paragraph terminates the requirements of paragraph (g) of this AD.

(j) Exceptions to EASA AD 2019-0257

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2019-0257 do not apply to this AD.

(2) Where paragraph (3) of EASA AD 2019-0257 specifies a compliance time of "Within 12 months" after its effective date to "revise the approved AMP [Aircraft Maintenance Program]," 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 2019-0257 within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2019-0257 is at the applicable "associated thresholds" specified in paragraph (3) of EASA AD 2019-0257, or within 90 days after the effective date of this AD, whichever occurs later.

(4) The provisions specified in paragraphs (4) and (5) of EASA AD 2019-0257 do not apply to this AD.

(5) The "Remarks" section of EASA AD 2019-0257 does not apply to this AD.

(k) New Provisions for Alternative Actions, Intervals, and CDCCLs

After the maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections), intervals, and CDCCLs are allowed unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2019-0257.

(l) Terminating Action for Certain Requirements in AD 2014-16-23

Accomplishing the actions required by paragraphs (g) or (i) of this AD terminates the requirements of paragraph (q) of AD 2014-16-23.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0257 that contains RC procedures and tests: Except as required by paragraph (m)(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.

(n) Related Information

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

(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 May 18, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0257, dated October 17, 2019.

(ii) [Reserved]

(4) The following service information was approved for IBR on April 2, 2019 (84 FR 6059, February 26, 2019).

(i) Chapter 5-40-00, Airworthiness Limitations, DGT 107838, Revision 7, dated August 24, 2018, of the Dassault Falcon 7X Maintenance Manual (MM).

(ii) [Reserved]

(5) For information about EASA AD 2019-0257, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

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

(7) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0991.

(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 April 3, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07646 Filed 4-10-20; 8:45 am]

2020-07-17 Saab AB, Support and Services (Formerly Known as Saab AB, Saab Aeronautics): Amendment 39-19896; Docket No. FAA-2019-1073; Product Identifier 2019-NM-186-AD.

(a) Effective Date

This AD is effective May 26, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Saab AB, Support and Services (formerly known as Saab AB, Saab Aeronautics) Model SAAB 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, among other things, fatigue cracking of principal structural elements (PSEs) and corrosion prevention and control. This unsafe condition, if not addressed, could result in reduced structural integrity of a PSE, and lead to loss of control of the airplane.

(f) Compliance

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

(g) New Maintenance or Inspection Program Revision

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0263, dated October 22, 2019 ("EASA AD 2019-0263").

(h) Exceptions to EASA AD 2019-0263

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2019-0263 do not apply to this AD.

(2) Paragraph (3) of EASA AD 2019-0263 specifies revising "the approved AMP [aircraft maintenance program]" 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 2019-0263 within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2019-0263 is at the applicable “associated thresholds” specified in paragraph (3) of EASA AD 2019-0263, or within 90 days after the effective date of this AD, whichever occurs later.

(4) The provisions specified in paragraphs (4) and (5) of EASA AD 2019-0263 do not apply to this AD.

(5) The “Remarks” section of EASA AD 2019-0263 does not apply to this AD.

(i) New Provisions for Alternative Actions, Intervals, and Critical Design Configuration Control Limitations (CDCCLs)

After the maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections), intervals, and CDCCLs are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2019-0263.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Saab SB Support and Services' 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, International Section, Transport Standards 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 2019-0263, dated October 22, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0263, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet

www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-1073.

(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 April 3, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-08202 Filed 4-17-20; 8:45 am]

2020-07-18 Airbus SAS: Amendment 39-19897; Docket No. FAA-2019-0978; Product Identifier 2019-NM-163-AD.

(a) Effective Date

This AD is effective May 26, 2020.

(b) Affected ADs

This AD replaces AD 2017-05-12, Amendment 39-18823 (82 FR 13382, March 13, 2017) ("AD 2017-05-12").

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0196, dated August 14, 2019 ("EASA AD 2019-0196").

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

(d) Subject

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

(e) Reason

This AD was prompted by a determination that aluminum alloy with inadequate heat treatment was used for certain structural parts, including additional structural parts not addressed in AD 2017-05-12. The FAA is issuing this AD to address structural parts made of aluminum alloy with inadequate heat treatment, 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, EASA AD 2019-0196.

(h) Exceptions to EASA AD 2019-0196

(1) Where EASA AD 2019-0196 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0196 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(ii) AMOCs approved previously for AD 2017-05-12 are approved as AMOCs for the corresponding provisions of EASA AD 2019-0196 that are required by paragraph (g) of this AD.

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0196 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on May 26, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0196, dated August 14, 2019.

(ii) [Reserved]

(4) For information about EASA AD 2019-0196, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet

www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(5) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0978.

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

Issued on April 7, 2020.

Ross Landes,

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

[FR Doc. 2020-08201 Filed 4-17-20; 8:45 am]

2020-07-19 ATR–GIE Avions de Transport Regional: Amendment 39-19898; Docket No. FAA-2019-1079; Product Identifier 2019-NM-194-AD.

(a) Effective Date

This AD is effective May 26, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR–GIE Avions de Transport Regional Model ATR72-101, -102, -201, -202, -211, -212, and -212A airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0290, dated November 29, 2019 ("EASA AD 2019-0290").

(d) Subject

Air Transport Association (ATA) of America Code 92, Electrical routing.

(e) Reason

This AD was prompted by occurrences of smoke in the flight deck and flap extension difficulties due to wire chafing on the electrical harness under panel 295CL, on rib 4 of the left-hand side of the wing rear spar. The FAA is issuing this AD to address wire chafing, which may lead to wire failure (cut or shorted) and uncontrolled fire with potential loss of multiple systems, and could possibly 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, EASA AD 2019-0290.

(h) Exceptions to EASA AD 2019-0290

(1) Where EASA AD 2019-0290 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2019-0290 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0290 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 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 2019-0290, dated November 29, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0290, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu .You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-1079.

(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 April 9, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-08225 Filed 4-17-20; 8:45 am]

2020-07-20 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH): Amendment 39-19899; Docket No. FAA-2020-0088; Product Identifier 2019-NM-195-AD.

(a) Effective Date

This AD is effective May 26, 2020.

(b) Affected ADs

(1) This AD replaces AD 2004-06-01, Amendment 39-13527 (69 FR 13715, March 24, 2004); and AD 2009-06-09, Amendment 39-15845 (74 FR 12249, March 24, 2009).

(2) This AD affects AD 2008-17-01 R1, Amendment 39-16106 (74 FR 63569, December 4, 2009) ("AD 2008-17-01 R1"); and AD 2012-01-08, Amendment 39-16920 (77 FR 3583, January 25, 2012) ("AD 2012-01-08").

(c) Applicability

This AD applies to all 328 Support Services GmbH (Type Certificate previously held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH) Model 328-100 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 the potential failure of parts, which could lead to reduced control of the airplane; and to address the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

(f) Compliance

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

(g) Existing Maintenance or Inspection Program Revision

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0270, dated October 30, 2019 ("EASA AD 2019-0270").

(h) Exceptions to EASA AD 2019-0270

(1) The requirements specified in paragraphs (1) and (2) of EASA AD 2019-0270 do not apply to this AD.

(2) Where paragraph (3) of EASA AD 2019-0270 specifies a compliance time of "Within 12 months" after its effective date to "revise the approved AMP," 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 2019-0270 within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2019-0270 is at the applicable "associated thresholds" specified in paragraph (3) of EASA AD 2019-0270, or within 90 days after the effective date of this AD, whichever occurs later.

(4) The provisions specified in paragraphs (4) and (5) of EASA AD 2019-0270 do not apply to this AD.

(5) The "Remarks" section of EASA AD 2019-0270 does not apply to this AD.

(i) Provisions for Alternative Actions, Intervals, and 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, and CDCCLs are allowed unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2019-0270.

(j) Terminating Action for Other ADs

(1) Accomplishing the existing maintenance or inspection program revision required by paragraph (g) of this AD terminates all requirements of AD 2008-17-01 R1.

(2) Accomplishing the existing maintenance or inspection program revision required by paragraph (g) of this AD terminates all requirements of AD 2012-01-08 for Model 328-100 airplanes only.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or 328 Support Services GmbH's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

For more information about this AD, contact Todd Thompson, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3228; email Todd.Thompson@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.

(3) The following service information was approved for IBR on May 26, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0270, dated October 30, 2019.

(ii) [Reserved]

(4) For information about EASA AD 2019-0270, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(5) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0088.

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

Issued on April 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-08229 Filed 4-17-20; 8:45 am]

2020-07-21 Yabora Industria Aeronautica S.A. (Type Certificate Previously Held by Embraer S.A.): Amendment 39-19900; Docket No. FAA-2019-1074; Product Identifier 2019-NM-191-AD.

(a) Effective Date

This AD is effective May 26, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Yabora Industria Aeronautica S.A. (Type Certificate Previously Held by Embraer S.A.) airplanes identified in paragraphs (c)(1) through (3), of this AD, certificated in any category, as identified in Agência Nacional de Aviação Civil (ANAC) Brazilian AD 2019-11-07, effective November 18, 2019 ("Brazilian AD 2019-11-07").

(1) Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes.

(2) Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL airplanes.

(3) Model ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that certain main landing gear (MLG) aft pintle pins repaired using a sulphamate nickel plating have a life limit that is less than the certified life limit. The FAA is issuing this AD to address failure of the affected MLG aft pintle pins before reaching the certified life limit, which could result in collapse of the MLG during takeoff or 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, Brazilian AD 2019-11-07.

(h) Exceptions to Brazilian AD 2019-11-07

(1) Where Brazilian AD 2019-11-07 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Alternative method of compliance (AMOC)" section of Brazilian AD 2019-11-07 does not apply to this AD.

(3) Where paragraphs (b)(1) through (3) of Brazilian AD 2019-11-07 specify to carry out an inspection in the airplane technical documentation and a general visual inspection (GVI) on them, this AD requires a GVI of the MLG aft pintle pins to determine if certain repairs were done. A review of airplane maintenance records is acceptable in lieu of this inspection if the repair history can be conclusively determined from that review.

(4) Where paragraphs (b)(1) through (3) of Brazilian AD 2019-11-07 specify to use a "new serviceable one," for this AD, use a serviceable MLG aft pintle pin as defined in Brazilian AD 2019-11-07.

(i) No Requirement for Return of Parts

Although the service information referenced in Brazilian AD 2019-11-07 specifies to return parts to the manufacturer, this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) Agência Nacional de Aviação (ANAC) Brazilian AD 2019-11-07, effective November 18, 2019.

(ii) [Reserved]

(3) For information about ANAC Brazilian AD 2019-11-07, contact National Civil Aviation Agency, Aeronautical Products Certification Branch (GGCP), Rua Laurent Martins, n° 209, Jardim Esplanada, CEP 12242-431–São José dos Campos–SP, Brazil; telephone 55 (12) 3203-6600; email pac@anac.gov.br; internet www.anac.gov.br/en/.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-1074.

(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 April 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-08219 Filed 4-17-20; 8:45 am]

2020-07-51 International Aero Engines AG (IAE): Amendment 39-21110; Docket No. FAA-2020-0314; Project Identifier AD-2020-00369-E.

(a) Effective Date

This AD is effective April 28, 2020 to all persons except those persons to whom it was made immediately effective by Emergency AD 2020-07-51, issued on March 21, 2020, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all International Aero Engines AG (IAE) V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 model turbofan engines with a high-pressure turbine (HPT) 1st-stage disk, part number (P/N) 2A5001 and serial number PKLBR37442, PKLBR38359, PKLBR73862, PKLBR73289, PKLBR73270, PKLBR38981, PKLBR38661, PKLBR40207, PKLBR37445, PKLBR73861, PKLBR73268, PKLBR38629, PKLBSC8047, or PKLBR38979, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by investigative findings from an event involving an uncontained failure of a HPT 1st-stage disk that resulted in high-energy debris penetrating the engine cowling. The FAA is issuing this AD to prevent failure of the HPT. The unsafe condition, if not addressed, could result in uncontained HPT failure, release of high-energy debris, damage to the engine, damage to the airplane, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For affected IAE model turbofan engines with an engine serial number and HPT 1st-stage disk serial number listed in Table 1 to paragraph (g)(1) of this AD, within 5 flight cycles after the effective date of this AD, remove the HPT 1st-stage disk from service.

Table 1 to Paragraph (g)(1) of this AD – HPT 1st-Stage Disk with Known Engine Installations

Engine Serial Number	HPT 1st-Stage Disk Serial Number
V10443	PKLBR73268
V10976	PKLBR73270
V11303	PKLBR38359
V11490	PKLBR38979
V12265	PKLBR73289
V15638	PKLBR37445
V15686	PKLBSC8047
V16372	PKLBR73861
V16570	PKLBR38629
V16468	PKLBR38981
V16622	PKLBR73862

(2) For all other affected IAE model turbofan engines, review the engine records within 3 calendar days after the effective date of this AD to determine if an HPT 1st-stage disk with serial number PKLBR37442, PKLBR38661, or PKLBR40207 is installed in the engine. If an affected HPT 1st-stage disk is installed, within 5 flight cycles after this determination, remove the affected HPT 1st-stage disk from service.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

For further information about this AD, contact Nicholas J. Paine, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7116; fax: 781-238-7199; Email: nicholas.j.paine@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on April 7, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-07627 Filed 4-10-20; 8:45 am]

2020-08-02 Thales AVS France SAS: Amendment 39-21108; Docket No. FAA-2019-0760; Project Identifier 2019-NE-18-AD.

(a) Effective Date

This AD is effective May 19, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Thales AVS France SAS (Thales) Global Positioning System/Satellite Based Augmentation System (GPS/SBAS) receivers, Topstar 200 LPV, part numbers (P/Ns) C17149JA02 and C17149HA01. These GPS/SBAS receivers are installed on, but not limited to, ATR-GIE Avions de Transport Régional (ATR) model ATR42 and ATR72 airplanes and Sikorsky Aircraft Corporation model S-76D helicopters, respectively.

(d) Subject

Joint Aircraft System Component (JASC) Code 3457, Global Positioning System.

(e) Unsafe Condition

This AD was prompted by reports that Thales GPS/SBAS receivers provided, under certain conditions, erroneous outputs on aircraft positions. The FAA is issuing this AD to prevent erroneous aircraft position outputs from the Thales GPS/SBAS receivers. The unsafe condition, if not addressed, could result in controlled flight into terrain and loss of the aircraft.

(f) Compliance

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

(g) Required Actions

(1) For operators of affected ATR model ATR42 and ATR72 airplanes:

(i) Update the aircraft's navigation database within 30 days after the effective date of this AD using the software upload instructions, as applicable, in the following:

(A) ATR72 Aircraft Maintenance Manual (AMM) Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated June 1, 2018.

(B) ATR42-400/500 Series AMM Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated July 1, 2018.

(C) Thales Service Information Letter (SIL) Doc. No. THAV/SIL-1308, Issue 7, dated September 28, 2018.

(ii) [Reserved]

(2) For operators of affected ATR model ATR42 and ATR72 airplanes:

(i) Within 30 days after the effective date of this AD, amend Section 1.2 “Each Flight Checks” of the pre-flight section in the applicable airplane flight manual by inserting the change shown in Figure 1 and Figure 2 to paragraph (g)(2)(i) of this AD.

Figure 1 to Paragraph (g)(2)(i) – Reset Instructions for 1 GPS Receiver Installed

- ▸ DATA/INIT/POS INIT page..... DISPLAY
- ▸ GPS POS key..... SELECT
- ▸ C/B NAV/COM/SURV GPS 1..... PULL
- **After 10 s**
  - ▸ C/B NAV/COM/SURV GPS 1..... PUSH
  - ▸ SENSOR INIT< key..... SELECT

Figure 2 to Paragraph (g)(2)(i) – Reset Instructions for 2 GPS Receivers Installed

- ▸ DATA/INIT/POS INIT page..... DISPLAY
- ▸ GPS POS key..... SELECT
- ▸ C/B NAV/COM/SURV GPS 1..... PULL
- ▸ C/B NAV/COM/SURV GPS 2..... PULL
- **After 10 s**
  - ▸ C/B NAV/COM/SURV GPS 1..... PUSH
  - ▸ C/B NAV/COM/SURV GPS 2..... PUSH
  - ▸ SENSOR INIT< key..... SELECT

(ii) Before each flight, power cycle the Thales GPS/SBAS receiver unit.

(3) For operators of Sikorsky S-76D helicopters, within 30 days after the effective date of this AD, update the aircraft's navigation database using the instructions in TASK 31-61-00-800-802, “2. FMS Database Update for Multifunction Display (MFD)” of the Sikorsky Aircraft Corporation, AMM SA S76D-AMM-000, 31-61-00, dated November 30, 2017.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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 Boston ACO Branch, send it to the attention of the person identified in paragraph (i)(1) of this AD.

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

(i) Related Information

(1) For more information about this AD, contact Kirk Gustafson, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7190; fax: 781-238-7199; email: kirk.gustafson@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0004, dated January 11, 2019 (corrected on January 17, 2019), for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0760.

(j) Material Incorporated by Reference

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

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

(i) Sikorsky Aircraft Corporation, Aircraft Maintenance Manual (AMM) SA S76D-AMM-000, 31-61-00, dated November 30, 2017.

(ii) ATR72 AMM Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated June 1, 2018.

(iii) ATR42-400/500 Series AMM Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated July 1, 2018.

(iv) Thales Service Information Letter Doc. No. THAV/SIL-1308, Issue 7, dated September 28, 2018.

(3) For Sikorsky Aircraft Corporation service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email: wcs_cust_service_eng.gr-sik@lmco.com.

(4) For Thales service information identified in this AD, contact Thales AVS France SAS, 75-77 Avenue Marcel Dassault, 33700 Mérignac–France, Tel: +33 (0)5 24 44 77 40, www.thalesgroup.com.

(5) 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 aircraft.com">continued.airworthiness@atr-aircraft.com.

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

(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 April 8, 2020.

Ross Landes,

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

[FR Doc. 2020-07746 Filed 4-13-20; 8:45 am]

2020-08-03 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc): Amendment 39-21109; Docket No. FAA-2018-1034; Project Identifier 2018-NE-38-AD.

(a) Effective Date

This AD is effective May 18, 2020.

(b) Affected ADs

This AD replaces AD 2008-22-24, Amendment 39-15721 (73 FR 65511, November 4, 2008).

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd. & Co KG (RRD) (Type Certificate previously held by Rolls-Royce plc) RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB-211-535E4-B-75 model turbofan engines except those with fan blades that have all incorporated Rolls-Royce (RR) Service Bulletin (SB) RB.211-72-C946, Revision 4, dated June 22, 2010 (or any earlier revision).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by small cracks found in the low-pressure compressor (LPC) fan blade roots on the concave root flank during an engine overhaul. The FAA is issuing this AD to detect cracks in the LPC fan blade roots. The unsafe condition, if not addressed, could result in uncontained LPC fan 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) For engine models being used in the flight profiles indicated in Table 1 to paragraph (g)(1) of this AD, perform initial and repetitive ultrasonic inspections (USIs) of the affected fan blades in accordance with the Accomplishment Instructions, paragraphs 3.A., 3.B., and 3.C., of RR Alert Non-Modification Service Bulletin (NMSB) RB211-72-AC879, Revision 9, dated April 23, 2018, as follows:

(i) Perform an initial ultrasonic root or surface wave inspection of each LPC fan blade before exceeding the inspection threshold as indicated in Table 1 to paragraph (g)(1) of this AD, or within 30 days after the effective date of this AD, whichever occurs later.

(ii) Thereafter, perform a repetitive ultrasonic root or surface wave inspection of each LPC fan blade at intervals not to exceed engine flight cycles (EFCs) since the previous inspection using the applicable EFCs specified in Table 1 to paragraph (g)(1) of this AD.

Table 1 to Paragraph (g)(1) – Flight Profile Inspection Intervals

Model	Flight Profile	Initial Inspection Threshold, EFCs Since New	Reinspection Interval; Root Probe Method	Reinspection Interval; Surface Wave Probe Method
535 E4-37	B and G	15,000 EFCs	850 EFCs	700 EFCs
535E4-C-37	F	15,000 EFCs	850 EFCs	700 EFCs
535E4-B-37	E and C	20,000 EFCs	1,200 EFCs	1,000 EFCs
535E4-B-75	All	20,000 EFCs	1,200 EFCs	1,000 EFCs
535E4-37	A	20,000 EFCs	1,400 EFCs	1,150 EFCs
535E4-B-37	D	20,000 EFCs	1,500 EFCs	1,200 EFCs

(2) For engine models that, after the effective date of this AD, change flight profiles, inspect the affected fan blades before exceeding the initial threshold of the new flight profile or reinspection interval, as applicable, or within 200 EFCs after changing flight profiles, whichever occurs later, without exceeding the previous flight profile initial inspection threshold or reinspection interval.

(3) If, during any inspection required by paragraph (g)(1) or (2) of this AD, any crack is found in the affected fan blades that exceeds the criteria in the Accomplishment Instructions, paragraphs 3.A., 3.B., or 3.C., of RR Alert NMSB RB211-72-AC879, Revision 9, dated April 23, 2018, before the next flight, replace the LPC fan blade with a LPC fan blade eligible for installation.

(h) Optional Terminating Action

Modification of any RRD RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB-211-535E4-B-75 model turbofan engine in accordance with RR SB RB.211-72-C946, Revision 4, dated June 22, 2010, constitutes terminating action to this AD.

(i) Credit for Previous Actions

Any initial USI accomplished before the effective date of this AD that uses RR NMSB No. RB.211-72-C879, Revision 8, dated November 18, 2015, or earlier versions, meets the requirement of the initial inspection, as applicable. Any repetitive USI accomplished before the effective date of this AD that uses RR NMSB No. RB.211-72-C879, Revision 8, dated November 18, 2015, or earlier versions, meets the requirement of that single repetitive inspection, as applicable. Further repetitive inspections, as mandated by paragraph (g) of this AD, are still required.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

(1) For more information about this AD, contact Scott Stevenson, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7132; fax: 781-238-7199; email: scott.m.stevenson@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0202R1, dated September 25, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2018-1034.

(l) Material Incorporated by Reference

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

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

(i) Rolls-Royce (RR) Alert Non-Modification Service Bulletin No. RB.211-72-AC879, Revision 9, dated April 23, 2018.

(ii) RR Service Bulletin RB.211-72-C946, Revision 4, dated June 22, 2010.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone: 011-44-1332-242424; fax: 011-44-1332-249936.

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

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

Issued on April 7, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07675 Filed 4-10-20; 8:45 am]

2020-08-04 International Aero Engines LLC: Amendment 39-21111; Docket No. FAA-2019-0906; Project Identifier 2019-NE-31-AD.

(a) Effective Date

This AD is effective May 21, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to International Aero Engines, LLC (IAE) PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines with low-pressure turbine (LPT) 3rd-stage blades, part number (P/N) 5387343, 5387493, 5387473, or 5387503, installed.

Note to paragraph (c): This AD does not apply to IAE PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines with engine serial numbers listed in paragraph (g) of AD 2019-25-01 (84 FR 65666, November 29, 2019).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of failure of certain LPT 3rd-stage blades. The FAA is issuing this AD to prevent failure of these LPT 3rd-stage blades. The unsafe condition, if not addressed, could result in uncontained release of the LPT 3rd-stage blades, failure of one or more engines, loss of thrust control, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

At the next engine shop visit after the effective date of this AD, remove from service any LPT 3rd-stage blade, P/N 5387343, 5387493, 5387473, or 5387503, and replace with a part eligible for installation.

(h) Definitions

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

(2) For the purpose of this AD, a “part eligible for installation” is any LPT 3rd-stage blade that does not have a P/N 5387343, 5387493, 5387473, or 5387503.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(k) Material Incorporated by Reference

None.

Issued on April 10, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-08002 Filed 4-15-20; 8:45 am]

2020-09-03 International Aero Engines AG: Amendment 39-21117; Docket No. FAA-2019-0832; Project Identifier 2019-NE-28-AD.

(a) Effective Date

This AD is effective May 29, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to International Aero Engines AG (IAE) V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2531-E5, and V2533-A5 model turbofan engines with diffuser case assembly, serial number PGGUBB8267, PGGUBB8271, PGGUA95825, PGGUA95827, or PGGUBB8264, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of a manufacturing quality escape that could impact the life of the diffuser case assembly. The FAA is issuing this AD to prevent failure of the diffuser case assembly. The unsafe condition, if not addressed, could result in the uncontained release of the diffuser case assembly, 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 Action

At the next engine shop visit after the effective date of the AD or before accumulating 10,000 cycles since new, whichever occurs first, remove the affected diffuser case assembly from service and replace with a part eligible for installation.

Note to paragraph (g): IAE Non-Modification Service Bulletin (NMSB) V2500-ENG-72-0707, dated July 1, 2019, contains guidance for replacing the diffuser case assembly.

(h) 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 flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

For more information about this AD, contact Nicholas Paine, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7116; fax: 781-238-7199; email: nicholas.j.paine@faa.gov.

(k) Material Incorporate by Reference

None.

Issued on April 20, 2020.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-08703 Filed 4-23-20; 8:45 am]