

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2016-02

1/11/2016 - 1/24/2016



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

CHANGE OF ADDRESS NOTICE

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

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

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

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2016-01			
2015-25-03	COR	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series airplanes
2015-25-06	R 2010-06-04	Airbus	A300 B2-1C, B2-203, B2K-3C, B4-103, B4-203, and B4-2C; A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 B4-601, B4-603, B4-605R, B4-620, B-622, and B4-622R airplanes
2015-26-02		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2015-26-03	R 2011-07-10	Bombardier, Inc.	BD-100-1A10 (Challenger 300) airplanes
2015-26-07		The Boeing Company	767-200, -300, -300F series airplanes
Biweekly 2016-02			
2015-25-10	R 2011-24-05	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2015-26-05		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2015-26-06	R 2004-14-09	Airbus	A320-211, -212, and -231
2015-26-09		ATR-GIE Avions de Transport Régional (ATR)	ATR42-200, -300, -320, and -500
2015-27-01		General Electric Company (GE)	GE90-76B, -77B, -85B, -90B, and -94B
2016-01-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-01-03		Airbus	A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343; A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2016-01-04	R 2005-01-09	The Boeing Company	747-100, -100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series
2016-01-05		The Boeing Company	737-400 series
2016-01-07		Airbus	A319-113 and A319-114; A320-211 and A320-212
2016-01-08	R 2013-13-04	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-01-09		Bombardier, Inc.	DHC-8-400, -401, and -402
2016-01-11	R 98-18-26	Airbus	A320-211, -212, and -231
2016-01-12		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2016-01-13		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; and A300 F4-605R, F4-622R, and A300 C4-605R Variant F
2016-01-16	R 2002-23-20	Dassault Aviation	Mystere-Falcon 900
2016-01-17		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702)



2015-25-10 Airbus: Amendment 39-18348. Docket No. FAA-2015-0937; Directorate Identifier 2014-NM-024-AD.

(a) Effective Date

This AD becomes effective February 17, 2016.

(b) Affected ADs

This AD replaces AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011).

(c) Applicability

(1) This AD applies to the airplanes identified in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD, certificated in any category, except as provided by paragraph (c)(2) of this AD.

(i) Airbus Model A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, all serial numbers, except those on which Airbus modification 55306 or 55792 has been embodied in production.

(ii) Airbus Model A340-211, -212, -213, -311, -312, and -313 airplanes, all serial numbers, except those on which Airbus modification 55306 or 55792 has been embodied in production.

(2) This AD does not apply to Airbus Model A340-211, -212, -213, -311, -312, and -313 airplanes on which the repair specified in Airbus Repair Drawing R57115053, R57115051, or R57115047 (installation of titanium doubler on both sides) has been accomplished. AD 2007-12-08, Amendment 39-15086 (72 FR 31171, June 6, 2007), applies to these airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracks on the keel beam fitting and the front spar of the center wing box. This AD was also prompted by a determination that the rototest inspection and applicable corrective actions of fastener hole "Nr 6" were inadvertently omitted from the requirements in AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011). We are issuing this AD to detect and correct cracking of the fastener holes, which could result in rupture of the keel beam, and consequent reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Non-Destructive Test (NDT) Inspection

This paragraph restates the requirements of paragraph (n) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), with new service information and revised credit for certain actions. At the applicable time in paragraph (g)(1) or (g)(2) of this AD, do an NDT inspection of the hole(s) of the horizontal flange of the keel beam located on frame (FR) 40 datum on the right-hand (RH) and/or left-hand (LH) side of the fuselage, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (g)(3), (g)(4), (g)(5), or (g)(6) of this AD. Accomplishing an inspection required by paragraph (j) of this AD terminates the inspections required by this paragraph.

(1) For airplanes on which an inspection required by paragraph (h) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), has not been done as of January 3, 2012 (the effective date of AD 2011-24-05): At the applicable time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) For all airplanes except those identified in paragraph (g)(1)(ii) of this AD: Within the "Mandatory Threshold" (flight cycles or flight hours) specified in table 1 of paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 01, Revision 04, dated May 31, 2011; or Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 01, Revision 04, dated May 31, 2011; as applicable; or within 3 months after January 3, 2012 (the effective date AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011)); whichever occurs later. The compliance times for configurations 02 through 06 specified in the "Mandatory Threshold" column in table 1 of paragraph 1.E., "Compliance," are total flight cycles and total flight hours.

(ii) For Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes, except those on which Airbus modification 49202 has been embodied in production, or Airbus Service Bulletin A330-57-3090 has been embodied in service; and Model A340-200 and -300 series airplanes, except those on which Airbus modification 49202 has been embodied in production or Airbus Service Bulletin A340-57-4098 has been embodied in service, and except Model A340-211, -212, -213, -311, -312, and -313 airplanes on which the repair specified in Airbus Repair Drawing R57115053, R57115051, or R57115047 has been accomplished: At the earlier of the times specified in paragraphs (g)(1)(ii)(A) and (g)(1)(ii)(B) of this AD.

(A) Within the "Mandatory Threshold" (flight cycles or flight hours) specified in table 1 of paragraph 1.E.(2) of Airbus Service Bulletin A340-57-4089, including Appendix 01, Revision 02, dated January 24, 2006; or Airbus Service Bulletin A330-57-3081, including Appendix 01, Revision 02, dated January 24, 2006; depending on the configuration of the aircraft model; or within 3 months after September 13, 2007 (the effective date of AD 2007-16-02, Amendment 39-15141 (72 FR 44731, August 9, 2007)), whichever occurs later. The compliance times for Model A330 post-mod. 41652 and pre-mod. 44360, post-mod. 44360, and pre-mod. 49202 (as specified in Airbus Service Bulletin A330-57-3081, including Appendix 01, Revision 02, dated January 24, 2006); and Model A340 post-mod. 41652, post-mod. 43500 and pre-mod. 44360, post-mod. 44360 and pre-mod. 49202, and weight variant 027 (as specified in Airbus Service Bulletin A340-57-4089, including Appendix 01, Revision 02, dated January 24, 2006); specified in the "Mandatory Threshold" column in table 1 of paragraph 1.E., "Compliance," are total flight cycles and total flight hours.

(B) Within the "Mandatory Threshold" (flight cycles or flight hours) specified in table 1 of paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 01, Revision 04, dated May 31, 2011; or Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 01, Revision 04, dated May 31, 2011; as applicable; or within 3 months after January 3, 2012 (the effective date of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011)); whichever occurs later. The compliance times for configurations 02 through 06 specified in the "Mandatory Threshold" column in table 1 of paragraph 1.E., "Compliance," are total flight cycles and total flight hours.

(2) For airplanes on which an inspection required by paragraph (h) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), has been done as of January 3, 2012 (the

effective date of AD 2011-24-05): At the earlier of the times specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) Within the "Mandatory Intervals" given in table 1 of paragraph 1.E.(2) of Airbus Service Bulletin A340-57-4089, including Appendix 01, Revision 02, dated January 24, 2006; or Airbus Service Bulletin A330-57-3081, including Appendix 01, Revision 02, dated January 24, 2006; as applicable.

(ii) Within the applicable "Mandatory Interval" specified in table 1 of Paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 01, Revision 04, dated May 31, 2011; or Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 01, Revision 04, dated May 31, 2011; as applicable; or within 3 months after January 3, 2012 (the effective date of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011)); whichever occurs later.

(3) Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 01, Revision 04, dated May 31, 2011.

(4) Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012.

(5) Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 01, Revision 04, dated May 31, 2011.

(6) Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012.

(h) Retained Repetitive Inspections

This paragraph restates the requirements of paragraph (p) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011). If no cracking is found during any inspection required by paragraph (g) of this AD, do the actions required by paragraphs (h)(1) and (h)(2) of this AD.

(1) Before further flight: Install a new or oversized fastener, as applicable; seal the fastener; and do all other applicable actions; in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (g)(3), (g)(4), (g)(5), or (g)(6) of this AD.

(2) Repeat the inspection required by paragraph (g) of this AD thereafter at intervals not to exceed the "Mandatory Intervals" specified in Paragraph 1.E.(2) of Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 01, Revision 04, dated May 31, 2011; or Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 01, Revision 04, dated May 31, 2011; as applicable.

(i) Retained Corrective Action and Optional Modification

(1) This paragraph restates the requirements of paragraph (o) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), with revised method of compliance language. If any cracking is found during any inspection required by paragraph (g) of this AD, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(2) This paragraph restates the requirements of paragraph (r) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), with new service information and revised method of compliance language. Modifying the fastener installation in the junction keel beam fitting at FR 40, as specified in paragraph (i)(2)(i), (i)(2)(ii), (i)(2)(iii), or (i)(2)(iv) of this AD, as applicable, terminates the requirements of paragraphs (g) and (h) of this AD; except, for airplanes on which a crack was detected at hole 5 before oversizing of the keel beam, in accordance with step 3.B.(1)(b)3 of the Accomplishment Instructions of Airbus Service Bulletin A330-57-3098, dated August 30, 2007; or Airbus Service Bulletin A340-57-4106, dated August 30, 2007; or in accordance with step 3.C.(2)(c) of the Accomplishment Instructions of Airbus Service Bulletin A330-57-3098, Revision 03, dated September 24, 2012, or Airbus Service Bulletin A340-57-4106, Revision 03, dated September 24, 2012; before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA

DOA. In case of any crack finding during any modification specified in this paragraph: Where the service information specifies to contact Airbus, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

(i) Modification in accordance with Airbus Service Bulletin A330-57-3098, dated August 30, 2007, before January 3, 2012 (the effective date of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011)).

(ii) Modification in accordance with Airbus Service Bulletin A330-57-3098, Revision 03, dated September 24, 2012, before the effective date of this AD.

(iii) Modification in accordance with Airbus Service Bulletin A340-57-4106, dated August 30, 2007, before January 3, 2012 (the effective date of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011)).

(iv) Modification in accordance with Airbus Service Bulletin A340-57-4106, Revision 03, dated September 24, 2012, before the effective date of this AD.

(j) New Repetitive Rotating Probe Inspections

At the applicable times specified in paragraphs (j)(1) and (j)(2) of this AD: Do a rotating probe inspection for cracking of the fastener hole(s) of the horizontal flange of the keel beam located on FR 40 datum on the RH and LH side of the fuselage, as applicable to airplane type and depending on airplane configuration and utilization, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012; or Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012; as applicable. Repeat the inspection thereafter at intervals not to exceed the "Mandatory Intervals" specified in Paragraph 1.E.(2) of the Accomplishment Timescale of Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012; or Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012; as applicable. Accomplishing an inspection required by this paragraph terminates the inspections required by paragraph (g) of this AD.

(1) For airplanes on which the inspection required by paragraph (g) of this AD has not been done as of the effective date of this AD: Do the inspection before exceeding the applicable compliance times specified in the "Mandatory Threshold" column of the tables in paragraph 1.E.(2) of the Accomplishment Timescale of Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012; or Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012; as applicable; or within 12 months after the effective date of this AD; whichever occurs later.

(2) For airplanes on which the inspection required by paragraph (g) of this AD has been done as of the effective date of this AD: Do the inspection within the applicable compliance times specified in the "Mandatory Interval" column of the tables in paragraph 1.E.(2) of the Accomplishment Timescale of Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012; or Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012; as applicable; or within 12 months after the effective date of this AD; whichever occurs later.

(k) Credit for Previous Actions

(1) This paragraph provides credit for the initial rotating probe inspection that is part of the inspections required by paragraphs (g) and (j)(1) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (k)(1)(i) or (k)(1)(ii) of this AD. This service information was incorporated by reference in AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011).

(i) Airbus A330/A340 200-300 Technical Disposition F57D03012810, Issue B, dated August 18, 2003.

(ii) Airbus A330/A340 Technical Disposition 582.0651/2002, Issue A, dated October 17, 2002.

(2) This paragraph restates the credit for the actions specified in paragraph (k) of AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), if those actions were performed before January 3, 2012 (the effective date of AD 2011-24-05), using the service information specified in paragraphs (k)(2)(i) through (k)(2)(viii) of this AD.

(i) Airbus Service Bulletin A330-57-3081, dated October 30, 2003, which is not incorporated by reference in this AD.

(ii) Airbus Service Bulletin A330-57-3081, Revision 01, dated May 18, 2004, which is not incorporated by reference in this AD.

(iii) Airbus Service Bulletin A330-57-3081, Revision 02, including Appendix 01, dated January 24, 2006, which was incorporated by reference in AD 2007-12-08, Amendment 39-15086 (72 FR 31171, June 6, 2007).

(iv) Airbus Mandatory Service Bulletin A330-57-3081, Revision 03, dated July 31, 2009, which is not incorporated by reference in this AD.

(v) Airbus Service Bulletin A340-57-4089, dated October 30, 2003, which is not incorporated by reference in this AD.

(vi) Airbus Service Bulletin A340-57-4089, Revision 01, dated March 2, 2004, which is not incorporated by reference in this AD.

(vii) Airbus Service Bulletin A340-57-4089, Revision 02, including Appendix 01, dated January 24, 2006, which was incorporated by reference in AD 2007-12-08, Amendment 39-15086 (72 FR 31171, June 6, 2007).

(viii) Airbus Mandatory Service Bulletin A340-57-4089, Revision 03, dated July 31, 2009.

(l) New One-Time Ultrasonic Inspection

For airplanes in Configuration 2, as defined in the applicable service information identified in paragraph (l)(3), (l)(4), (l)(5), or (l)(6) of this AD, on which the modification has been done as of the effective date of this AD in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (l)(3), (l)(4), (l)(5), or (l)(6) of this AD; as applicable to airplane type; and on which fastener hole "Nr 5" has been bushed before embodiment of Airbus Service Bulletin A330-57-3098 or Airbus Service Bulletin A340-57-4106, as applicable; or on which a crack has been found on fastener hole "Nr 5" during embodiment of Airbus Service Bulletin A330-57-3098 or Airbus Service Bulletin A340-57-4106, as applicable: At the applicable time specified in paragraph (l)(1) or (l)(2) of this AD, do a one-time ultrasonic inspection for cracking at fastener hole "Nr 6" in the junction keel beam fitting at FR 40 LH and RH sides, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3117, dated January 25, 2013; or Airbus Service Bulletin A340-57-4126, dated January 25, 2013; as applicable.

(1) For Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes: At the later of the times specified in paragraphs (l)(1)(i) and (l)(1)(ii) of this AD.

(i) At the applicable time specified in paragraph 1.E.(2), of the Accomplishment Timescale of Airbus Service Bulletin A330-57-3117, dated January 25, 2013.

(ii) Within 2,400 flight cycles or 24 months after the effective date of this AD, whichever occurs first.

(2) For Model A340-211, -212, -213, -311, -312, and -313 airplanes: At the later of the times specified in paragraphs (l)(2)(i) and (l)(2)(ii) of this AD.

(i) At the applicable time specified in paragraph 1.E.(2) of the Accomplishment Timescale of Airbus Service Bulletin A340-57-4126, dated January 25, 2013.

(ii) Within 1,300 flight cycles or 24 months after the effective date of this AD, whichever occurs first.

(3) Airbus Service Bulletin A330-57-3098, excluding Appendix 1, Revision 01, dated July 31, 2009.

(4) Airbus Service Bulletin A330-57-3098, Revision 02, dated June 15, 2011.

(5) Airbus Service Bulletin A340-57-4106, excluding Appendix 1, Revision 01, dated July 31, 2009.

(6) Airbus Service Bulletin A340-57-4106, Revision 02, dated June 15, 2011.

(m) Corrective Actions

(1) If no cracking is found during any inspection required by paragraph (j) of this AD, before further flight: Install new or oversized fastener, as applicable; seal the fastener; and do all other applicable corrective actions; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012; or Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012; as applicable. Thereafter, repeat the inspection required by paragraph (j) of this AD at intervals not to exceed the "Mandatory Intervals" specified in Paragraph 1.E.(2) of the Accomplishment Timescale of Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012; or Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012; as applicable.

(2) If any crack is found during any inspection required by paragraph (j) or (l) of this AD; before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(n) Airplanes Excluded From Certain Requirements

(1) For airplanes on which a rototest was done at fastener hole "Nr 6" before cold working of the fastener hole during accomplishment of the actions specified in the applicable service information identified in paragraph (n)(1)(i), (n)(1)(ii), (n)(1)(iii), or (n)(1)(iv) of this AD: The ultrasonic inspection specified in paragraph (l) of this AD is not required.

(i) Airbus Service Bulletin A330-57-3098, excluding Appendix 1, Revision 01, dated July 31, 2009.

(ii) Airbus Service Bulletin A330-57-3098, Revision 02, dated June 15, 2011.

(iii) Airbus Service Bulletin A340-57-4106, excluding Appendix 1, Revision 01, dated June 31, 2009.

(iv) Airbus Service Bulletin A340-57-4106, Revision 02, dated June 15, 2011.

(2) For airplanes that have been modified as of the effective date of this AD in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (n)(1)(i), (n)(1)(ii), (n)(1)(iii), or (n)(1)(iv) of this AD: No action is required by this paragraph, except as otherwise required by paragraph (l) of this AD and, provided that if any crack was found during any modification specified in this paragraph and the service information specified to contact Airbus, repair was done before further flight using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Optional Terminating Actions

(1) Modification of an airplane in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (o)(1)(i), (o)(1)(ii), (o)(1)(iii), (o)(1)(iv), (o)(1)(v), or (o)(1)(vi) of this AD; as applicable to airplane type and depending on airplane configuration; terminates the requirements of this AD, provided that in case of any crack finding during any modification specified in this paragraph, and the service information specifies to contact Airbus, repair is done before further flight, using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Airbus Service Bulletin A330-57-3090, dated March 27, 2006.

- (ii) Airbus Service Bulletin A330-57-3090, Revision 01, dated June 15, 2011.
- (iii) Airbus Service Bulletin A330-57-3098, Revision 03, dated September 24, 2012.
- (iv) Airbus Service Bulletin A340-57-4098, dated March 27, 2006.
- (v) Airbus Service Bulletin A340-57-4098, Revision 01, dated June 15, 2011.
- (vi) Airbus Service Bulletin A340-57-4106, Revision 03, dated September 24, 2012.

(2) Accomplishment of the ultrasonic inspection required by paragraph (l) of this AD and all applicable corrective actions required by paragraph (m) of this AD terminate the requirements of this AD for those airplanes.

(p) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

(2) AMOCs approved previously for AD 2011-24-05, Amendment 39-16869 (76 FR 73496, November 29, 2011), are approved as AMOCs for the corresponding provisions of this AD.

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

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0010R1, dated May 5, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0937-0002.

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

(r) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on February 17, 2016.

- (i) Airbus Service Bulletin A330-57-3081, Revision 05, dated November 13, 2012.
- (ii) Airbus Service Bulletin A330-57-3090, Revision 01, dated June 15, 2011.
- (iii) Airbus Service Bulletin A330-57-3098, dated August 30, 2007.
- (iv) Airbus Service Bulletin A330-57-3098, Revision 02, June 15, 2011.
- (v) Airbus Service Bulletin A330-57-3098, Revision 03, dated September 24, 2012.

- (vi) Airbus Service Bulletin A330-57-3117, dated January 25, 2013.
- (vii) Airbus Service Bulletin A340-57-4089, Revision 05, dated November 13, 2012.
- (viii) Airbus Service Bulletin A340-57-4098, Revision 01, dated June 15, 2011.
- (ix) Airbus Service Bulletin A340-57-4106, dated August 30, 2007.
- (x) Airbus Service Bulletin A340-57-4106, Revision 02, dated June 15, 2011.
- (xi) Airbus Service Bulletin A340-57-4106, Revision 03, dated September 24, 2012.
- (xii) Airbus Service Bulletin A340-57-4126, dated January 25, 2013.

(4) The following service information was approved for IBR on January 3, 2012 (76 FR 73496, November 29, 2011).

- (i) Airbus Mandatory Service Bulletin A330-57-3081, including Appendix 01, Revision 04, dated May 31, 2011.
- (ii) Airbus Service Bulletin A330-57-3098, Revision 01, excluding Appendix 1, dated July 31, 2009.
- (iii) Airbus Mandatory Service Bulletin A340-57-4089, including Appendix 01, Revision 04, dated May 31, 2011.
- (iv) Airbus Service Bulletin A340-57-4106, excluding Appendix 1, Revision 01, dated July 31, 2009.

(5) The following service information was approved for IBR on September 13, 2007 (72 FR 44731, August 9, 2007).

- (i) Airbus Service Bulletin A330-57-3081, Revision 02, including Appendix 01, dated January 24, 2006.
- (ii) Airbus Service Bulletin A340-57-4089, Revision 02, including Appendix 01, dated January 24, 2006.

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

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

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

Issued in Renton, Washington, on December 9, 2015.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-26-05 Fokker Services B.V.: Amendment 39-18353. Docket No. FAA-2015-1982; Directorate Identifier 2014-NM-108-AD.

(a) Effective Date

This AD becomes effective February 18, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F.28 Mark 1000, 2000, 3000, and 4000 airplanes, certificated in any category, all serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a design review, which revealed that no controlled bonding provisions are present on a number of critical locations outside the fuel tank. We are issuing this AD to prevent an ignition source in the fuel tank vapor space, 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) Installation of Bonding Provisions

Within 24 months after the effective date of this AD, install additional and improved fuel system bonding provisions, in accordance with the Accomplishment Instructions of Fokker F28 Appendix SB SBF28-28-059/APP01, dated July 15, 2014, of Fokker F28 Proforma Service Bulletin SBF28-28-059, Revision 1, dated July 15, 2014.

(h) Revision of Maintenance or Inspection Program

At the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD: Revise the airplane maintenance or inspection program, as applicable, by incorporating the fuel airworthiness limitation items and critical design configuration control limitations (CDCCLs) specified in paragraph 1.L.(1)(b) of Fokker F28 Appendix SB SBF28-28-059/APP01, dated July 15, 2014, of Fokker F28 Proforma Service Bulletin SBF28-28-059, Revision 1, dated July 15, 2014.

(1) Before further flight, after accomplishing the installation required by paragraph (g) of this AD.

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

(i) No Alternative Actions, Intervals, and/or CDCCLs

After incorporating the revision required by paragraph (h) of this AD, no alternative actions (e.g., inspections), intervals, or CDCCLs may be used unless the actions, intervals, or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Fokker B.V. Service's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0109, dated May 8, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-1982-0002>.

(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) Fokker F28 Proforma Service Bulletin SBF28-28-059, Revision 1, dated July 15, 2014.

(ii) Fokker F28 Appendix SB SBF28-28-059/APP01, dated July 15, 2014.

(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88-6280-350; fax +31 (0)88-6280-111; email technicalservices@fokker.com; Internet <http://www.myfokkerfleet.com>.

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

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

Issued in Renton, Washington, on December 11, 2015.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-26-06 Airbus: Amendment 39-18354. Docket No. FAA-2015-1275; Directorate Identifier 2014-NM-070-AD.

(a) Effective Date

This AD becomes effective February 18, 2016.

(b) Affected ADs

This AD replaces AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004).

(c) Applicability

This AD applies to Airbus Model A320-211, -212, and -231 airplanes, certificated in any category, all manufacturer serial numbers, except those on which Airbus Modification 22418 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that, based on the average flight duration, the average weight of fuel at landing is higher than that defined for the analysis of the fatigue-related tasks; and that shot peening might have been improperly done on the chromic acid anodizing (CAA) protection, which would adversely affect fatigue crack protection. We are issuing this AD to detect and correct fatigue cracking of the lower surface panel on the wing center box (WCB), which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Repetitive Inspections, With No Changes

This paragraph restates the requirements of paragraph (a) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with no changes. Except as provided by paragraph (k) of this AD: Prior to the accumulation of 20,000 total flight cycles, or within 60 days after November 27, 1998 (the effective date of AD 98-22-05, Amendment 39-10851 (63 FR 56542, October 22, 1998)), whichever occurs later, perform a high frequency eddy current (HFEC) inspection to detect fatigue cracking of the lower surface panel on the WCB, in accordance with Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997; or Revision 03, dated April 30, 2002. Repeat the HFEC inspection thereafter at intervals not to exceed 7,500 flight cycles until the actions required by paragraph (i) of this AD are accomplished.

(h) Retained Repair, With No Changes

This paragraph restates the requirements of paragraph (b) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with no changes. Except as provided by paragraph (j) of this AD, if any cracking is detected during any inspection required by paragraph (g) of this AD: Prior to further flight, repair in accordance with Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997; or Revision 03, dated April 30, 2002. Accomplishment of the repair constitutes terminating action for the repetitive inspections required by paragraph (g) of this AD for the repaired area only.

(i) Retained Inspection/Modification/Repair, With New Terminating Action

This paragraph restates the requirements of paragraph (c) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with new terminating action provided. Prior to the accumulation of 25,000 total flight cycles, or within 60 days after November 27, 1998 (the effective date of AD 98-22-05, Amendment 39-10851 (63 FR 56542, October 22, 1998)), whichever occurs later: Perform an HFEC inspection to detect fatigue cracking of the lower surface panel on the WCB, in accordance with Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997; or Revision 03, dated April 30, 2002. Accomplishment of the initial inspection required by paragraph (p) of this AD constitutes terminating action for the inspection requirements of this paragraph.

(1) If no cracking is detected: Prior to further flight, modify the lower surface panel on the WCB, in accordance with Airbus Service Bulletin A320-57-1043, Revision 02, dated May 14, 1997; or Revision 05, dated April 30, 2002. Accomplishment of the modification constitutes terminating action for the requirements of paragraph (g) of this AD.

(2) Except as provided by paragraph (j) of this AD: If any cracking is detected, prior to further flight, repair in accordance with Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997, or Revision 03, dated April 30, 2002; and modify any uncracked area, in accordance with Airbus Service Bulletin A320-57-1043, Revision 02, dated May 14, 1997, or Revision 05, dated April 30, 2002. Accomplishment of the repair of cracked area(s) and modification of uncracked area(s) constitutes terminating action for the requirements of paragraph (g) of this AD.

(j) Retained Service Bulletin Exception, With Revised Repair Instructions

This paragraph restates the requirements of paragraph (d) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with revised repair instructions. If any cracking is detected during any inspection required by paragraph (h) or (i)(2) of this AD, and the applicable service bulletin specifies to contact Airbus for an appropriate action: Prior to further flight, repair using a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent); or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). After the effective date of this AD only repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA.

(k) Retained Provision for Certain Inspection Exception, With No Changes

This paragraph restates the provision of paragraph (e) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with no changes. The actions required by paragraph (g) of this AD are not required to be accomplished if the requirements of paragraph (i) of this AD are accomplished at the time specified in paragraph (g) of this AD.

(l) Retained Initial Inspection, With Terminating Action

This paragraph restates the requirements of paragraph (f) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with terminating action provided. For airplanes on which neither the inspection required by paragraph (g) of this AD nor the modification required by paragraph (i)(1) of this AD has been done before August 13, 2004 (the effective date of AD 2004-14-09): Perform an HFEC inspection to detect fatigue cracking of the lower surface panel on the WCB, in accordance with Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997; or Revision 03, dated April 30, 2002; at the later of the times specified in paragraphs (l)(1) and (l)(2) of this AD. Accomplishment of the inspection required by this paragraph terminates the requirements of paragraph (g) of this AD. Accomplishment of the initial inspection required by paragraph (p) of this AD terminates the inspection requirements of this paragraph.

(1) Prior to the accumulation of 13,200 total flight cycles or 39,700 total flight hours, whichever is first.

(2) Prior to the accumulation of 20,000 total flight cycles, or within 3,500 flight cycles after August 13, 2004 (the effective date of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004)), whichever is later.

(m) Retained Repetitive Inspections, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with no changes. If no cracking is detected during the inspection required by paragraph (g) or (l) of this AD: Repeat the inspection required by paragraph (l) of this AD at the applicable time specified in paragraph (m)(1) or (m)(2) of this AD. Accomplishment of the modification required by paragraph (i)(1) of this AD terminates the requirements of this paragraph.

(1) For airplanes on which the inspections required by paragraph (g) of this AD have been initiated before August 13, 2004 (the effective date of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004)): Do the next inspection within 5,700 flight cycles after accomplishment of the last inspection, or within 1,800 flight cycles after August 13, 2004, whichever is later. Repeat the inspection thereafter at intervals not to exceed 5,700 flight cycles.

(2) For airplanes on which no inspection required by paragraph (g) of this AD has been done before August 13, 2004 (the effective date of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004)): Do the next inspection within 5,700 flight cycles after accomplishment of the inspection required by paragraph (l) of this AD. Repeat the inspection thereafter at intervals not to exceed 5,700 flight cycles.

(n) Retained Repair/Modification, With Revised Repair Instructions

This paragraph restates the requirements of paragraph (h) of AD 2004-14-09, Amendment 39-13718 (69 FR 41398, July 9, 2004), with revised repair instructions. If any cracking is detected during any inspection required by paragraph (l) or (m) of this AD, prior to further flight, repair in accordance with Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997, or Revision 03, dated April 30, 2002; and modify any uncracked area, in accordance with Airbus Service Bulletin A320-57-1043, Revision 02, dated May 14, 1997, or Revision 05, dated April 30, 2002. Where Airbus Service Bulletin A320-57-1082 specifies to contact Airbus for an appropriate repair action: Prior to further flight, repair using a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the DGAC (or its delegated agent); or EASA; or Airbus's EASA DOA. After the effective date of this AD only repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. Accomplishment of the repair of cracked area(s) and modification of uncracked area(s) constitutes terminating action for the requirements of paragraphs (g) through (n) of this AD.

(o) New Requirement of This AD: Repair of Certain Airplanes

For airplanes on which the actions specified in Airbus Service Bulletin A320-57-1043 have not been accomplished, and on which a repair has been accomplished, as specified in the service information identified in paragraph (o)(1), (o)(2), (o)(3), or (o)(4) of this AD: Within 30 days after the effective date of this AD, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; the EASA; or Airbus's EASA DOA.

- (1) Airbus Service Bulletin A320-57-1082, dated October 31, 1996.
- (2) Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997.
- (3) Airbus Service Bulletin A320-57-1082, Revision 02, dated July 26, 1999.
- (4) Airbus Service Bulletin A320-57-1082, Revision 03, dated April 30, 2002.

(p) New Requirement of This AD: Repetitive WCB Inspections

At the applicable time specified in paragraphs (p)(1) and (p)(2) of this AD: Do an HFEC inspection for cracking of the lower surface panel on the WCB, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1082, Revision 04, dated December 5, 2013. Repeat the inspection of the lower surface panel on the WCB thereafter at intervals not to exceed 7,200 flight cycles or 14,400 flight hours, whichever occurs first. Accomplishment of the initial inspection required by this paragraph terminates the inspections required by paragraphs (g), (i), and (l) of this AD.

(1) For airplanes on which the actions specified in Airbus Service Bulletin A320-57-1043 have not been done: At the later of the times specified in paragraphs (p)(1)(i) and (p)(1)(ii) of this AD.

(i) Before the accumulation of 20,700 flight cycles or 41,400 flight hours, whichever occurs first since first flight of the airplane.

(ii) Within 7,200 flight cycles or 14,400 flight hours, whichever occurs first after doing the most recent inspection as specified in the service information specified in paragraph (o)(1), (o)(2), (o)(3), or (o)(4) of this AD.

(2) For airplanes on which the actions specified in Airbus Service Bulletin A320-57-1043 have been done: At the latest of the times specified in paragraphs (p)(2)(i), (p)(2)(ii), and (p)(2)(iii) of this AD.

(i) Within 7,200 flight cycles or 14,400 flight hours, whichever occurs first since doing the actions specified in Airbus Service Bulletin A320-57-1043.

(ii) Within 3,750 flight cycles or 7,500 flight hours, whichever occurs first after July 31, 2012 (as described in Airbus Service Bulletin A320-57-1082, Revision 04, dated December 5, 2013).

(iii) Within 850 flight cycles or 1,700 flight hours, whichever occurs first after the effective date of this AD.

(q) New Requirement of This AD: Repair of WCB

If any crack is found during any inspection required by paragraph (p) of this AD: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; the EASA; or Airbus's EASA DOA.

(r) New Optional Terminating Action

Modification of an airplane, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1043, Revision 06, dated December 5, 2013, constitutes terminating action for the actions required by paragraph (p) of this AD.

(s) Credit for Previous Actions

This paragraph provides credit for applicable actions required by paragraphs (g) through (n) of this AD, if those actions were performed before the effective date of this AD using the applicable Airbus Service Information provided in paragraphs (s)(1) through (s)(8) of this AD.

(1) Airbus Service Bulletin A320-57-1043, dated February 16, 1993, which is not incorporated by reference in this AD.

(2) Airbus Service Bulletin A320-57-1043, Revision 01, dated June 14, 1996, which is not incorporated by reference in this AD.

(3) Airbus Service Bulletin A320-57-1043, Revision 02, dated May 14, 1997, which was incorporated by reference on November 27, 1998 (63 FR 56542, October 22, 1998).

(4) Airbus Service Bulletin A320-57-1043, Revision 03, dated October 24, 1997, which is not incorporated by reference in this AD.

(5) Airbus Service Bulletin A320-57-1043, Revision 04, dated May 15, 1999, which is not incorporated by reference in this AD.

(6) Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997, which was incorporated by reference on November 27, 1998 (63 FR 56542, October 22, 1998).

(7) Airbus Service Bulletin A320-57-1082, Revision 02, dated July 26, 1999, which is not incorporated by reference in this AD.

(8) Airbus Service Bulletin A320-57-1082, Revision 03, dated April 30, 2002, which was incorporated by reference on August 13, 2004 (69 FR 41398, July 9, 2004).

(t) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(u) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0065, dated March 14, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1275.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (v)(6) and (v)(7) of this AD.

(v) 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 February 18, 2016.

(i) Airbus Service Bulletin A320-57-1043, Revision 06, dated December 5, 2013.

(ii) Airbus Service Bulletin A320-57-1082, Revision 04, dated December 5, 2013.

(4) The following service information was approved for IBR on August 13, 2004 (69 FR 41398, July 9, 2004).

(i) Airbus Service Bulletin A320-57-1043, Revision 05, dated April 30, 2002.

(ii) Airbus Service Bulletin A320-57-1082, Revision 03, dated April 30, 2002.

(5) The following service information was approved for IBR on November 27, 1998 (63 FR 56542, October 22, 1998).

(i) Airbus Service Bulletin A320-57-1043, Revision 02, dated May 14, 1997. Pages 1 through 6, 8, 13, and 14 of this service bulletin are marked Revision 02, dated May 14, 1997; pages 7, 9 through 12, and 15 of this service bulletin are from the original issue, dated February 16, 1993.

(ii) Airbus Service Bulletin A320-57-1082, Revision 01, dated December 10, 1997.

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

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

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

Issued in Renton, Washington, on December 18, 2015.

Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-26-09 ATR–GIE Avions de Transport Régional: Amendment 39-18357. Docket No. FAA-2015-0080; Directorate Identifier 2012-NM-189-AD.

(a) Effective Date

This AD becomes effective February 17, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all ATR–GIE Avions de Transport Régional (ATR) Model ATR42-200, -300, -320, and -500 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Codes 53, Fuselage; and 57, Wings.

(e) Reason

This AD was prompted by several reports of a cracked floor beam at frame (FR) 26 on several Model ATR42 airplanes, and of discrepancies in certain wing inspection tasks in maintenance documents that could lead to errors in scheduling inspection intervals of structurally significant items (SSIs). We are issuing this AD to detect and correct any cracking of the floor beam at FR 26 and several areas of the wings, which could lead to reduced structural integrity of the airplane.

(f) Compliance

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

(g) Repetitive Inspections and Corrective Actions for FR 26 Floor Beam for All Model ATR42 Airplanes

(1) For all Model ATR42 airplanes: At the later of the compliance times specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD, and thereafter at intervals not to exceed 12,000 flight cycles, accomplish a detailed inspection for damage (cracks, corrosion, dents, scratches, scores and abrasions) of the floor beam at FR 26, on the left-hand (LH) and right-hand (RH) sides, in accordance with the instructions of ATR Job Instruction Card 535100 DVI 10097, "DVI of FR26 Floor Beam Around Cut-outs for Cooling & Hydraul Ducts," dated February 9, 2012 (for Model ATR42-200, -300, -320, and -500 airplanes).

(i) Before the accumulation of 24,000 total flight cycles.

(ii) Within 5,000 flight hours or 24 months, whichever occurs first, after the effective date of this AD.

(2) If, during any inspection required by paragraph (g)(1) of this AD, any damage (corrosion or scratches that are greater than allowed, cracks, dents, scores and abrasions) is found: Before further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA).

(h) SSI Tasks for Certain Model ATR42 Airplanes

For Model ATR42 airplanes on which ATR modification 02805 was not embodied in production: Within 6 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, by incorporating the SSI tasks and compliance times identified in table 1 to paragraph (h) of this AD, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA.

Table 1 to Paragraph (h) of This AD—Applicable SSI Tasks and Compliance Times

For Model—	Use SSI Task—	At this initial time—	And repeat at intervals not to exceed—
ATR-42-500 airplanes	572301-1 or -3, as applicable	Before 45,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	7,300 flight cycles.
ATR-42-500 airplanes	572305	Before 46,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	3,900 flight cycles.
ATR42-200, -300, and -320 airplanes	572301-1, or -4, as applicable	Before 45,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	7,300 flight cycles.
ATR42-200, -300, and -320 airplanes	572305-1	Before 46,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	3,900 flight cycles.
ATR42-200, -300, and -320 airplanes	572409	Before 42,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	9,000 flight cycles.
ATR42-200, -300, and -320 airplanes	572410, 572411, 572412, 572413, 572414, and 572415	Before 43,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	10,000 flight cycles.
ATR42-200, -300, and -320 airplanes	572416 and 572417	Before 44,000 total flight cycles or within 6 months after the effective date of this AD, whichever occurs later	7,300 flight cycles.

Note 1 to paragraph (h) of this AD: For ATR42-500 airplanes, additional guidance for the maintenance or inspection program revision may be found in the ATR ATR 42-400/-500 Maintenance Review Board Report, Revision 13, dated November 30, 2011.

Note 2 to paragraph (h) of this AD: For ATR42-200, -300, and -320 airplanes, additional guidance for the maintenance or inspection program revision may be found in the ATR ATR 42-200/-300/-320 Maintenance Review Board Report, Revision 13, dated November 30, 2011.

(i) No Alternative Actions or Intervals

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

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or ATR–GIE Avions de Transport Régional's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0193, dated September 25, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0080-0002>.

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

(l) Material Incorporated by Reference

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

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

(i) ATR Job Instruction Card 535100 DVI 10097, "DVI of FR26 Floor Beam Around Cut-outs for Cooling & Hydrau Ducts," dated February 9, 2012.

(ii) Reserved.

(3) For 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 continued.airworthiness@atr.fr; Internet <http://www.aerochain.com>.

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

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

Issued in Renton, Washington, on December 21, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-27-01 General Electric Company: Amendment 39-18360; Docket No. FAA-2015-6823; Directorate Identifier 2015-NE-38-AD.

(a) Effective Date

This AD is effective January 27, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) GE90-76B, -77B, -85B, -90B, and -94B turbofan engines with high-pressure compressor (HPC) stage 8-10 spool, part number 1694M80G04, installed.

(d) Unsafe Condition

This AD was prompted by an uncontained failure of the HPC stage 8-10 spool, leading to an airplane fire. We are issuing this AD to prevent failure of the HPC stage 8-10 spool, uncontained rotor release, damage to the engine, and damage to the airplane.

(e) Compliance

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

(1) Perform an eddy current inspection or ultrasonic inspection of the stage 8 aft web upper face of the HPC stage 8-10 spool for cracks as follows:

(i) For HPC stage 8-10 spools with serial number (S/N) GWNHC086 or GWNHB875, inspect within 150 cycles-in-service (CIS), after the effective date of this AD.

(ii) For HPC stage 8-10 spools with S/N GWNHC154, GWNHA455, GWNHC153, or GWNHB516, inspect within 300 CIS, after the effective date of this AD.

(2) Remove from service any HPC stage 8-10 spool that fails the inspection required by paragraph (e)(1) of this AD and replace the spool with a spool eligible for installation.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information

For more information about this AD, contact John Frost, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; email: john.frost@faa.gov.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on December 21, 2015.
Colleen M. D'Alessandro,
Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2016-01-02 Bombardier, Inc.: Amendment 39-18361. Docket No. FAA-2014-1049; Directorate Identifier 2013-NM-110-AD.

(a) Effective Date

This AD becomes effective February 17, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial numbers 7003 and subsequent, equipped with horizontal stabilizer trim actuator (HSTA) part numbers (P/N) 601R92305-1 (vendor P/N 8396-2), 601R92305-3 (vendor P/N 8396-3), or 601R92305-5 (vendor P/N 8396-4).

(d) Subject

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

(e) Reason

This AD was prompted by reports that the horizontal stabilizer trim actuator (HSTA) spur gear bolts inside the gearbox were found loose, broken, or backed out due to incorrect bending of the anti-rotation tab washer and the improper application of Loctite glue during installation. We are issuing this AD to prevent failure of the HSTA and subsequent loss of control of the airplane.

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revision

Within 30 days after the effective date of this AD, revise the Limitations section and Normal Procedures section of the AFM to include the information in Supplement 23, "Horizontal Stabilizer Trim Check," of Chapter 7 "Supplements," of Bombardier CL-600-2B19 Airplane Flight Manual CSP A-012, Volume 3, Revision 61, dated April 2, 2013.

(h) Revision of Maintenance or Inspection Program

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate Task C27-40-103-04, "Operational Check (ground maintenance test) of the horizontal stabilizer trim control unit," specified in Bombardier CL-600-2B19 Temporary

Revision 2A-56, dated June 4, 2012, to Appendix A, Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual (MRM). The compliance time for the initial operational check is within 500 flight hours after the effective date of this AD.

(i) No Alternative Actions or Intervals

After accomplishing the revision required by paragraph (h) of this AD, no alternative actions (e.g., inspections) and/or intervals may be used unless the actions and/or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (m)(1) of this AD.

(j) HSTA Replacement

(1) For airplanes equipped with an HSTA having P/N 601R92305-1 (vendor P/N 8396-2) or P/N 601R92305-3 (vendor P/N 8396-3): At the earlier of the times specified in paragraphs (j)(1)(i) and (j)(1)(ii) of this AD, replace the HSTA with a new HSTA having P/N 601R92305-7 (vendor P/N 8396-5), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-27-161, Revision A, dated January 30, 2014. The compliance times specified in paragraphs (j)(1)(i) and (j)(1)(ii) of this AD do not alleviate any existing life limit requirements.

(i) Within 3,700 flight hours after the effective date of this AD.

(ii) Within 27 months after the effective date of this AD.

(2) For airplanes equipped with an HSTA having P/N 601R92305-5 (vendor P/N 8396-4): At the earlier of the times specified in paragraphs (j)(2)(i), (j)(2)(ii), and (j)(2)(iii) of this AD, replace the HSTA with a new HSTA having P/N 601R92305-7 (vendor P/N 8396-5), in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-27-161, Revision A, dated January 30, 2014. The compliance times specified in paragraphs (j)(2)(i), (j)(2)(ii), and (j)(2)(iii) of this AD do not alleviate any existing life limit requirements.

(i) Within 4,400 flight hours after the effective date of this AD.

(ii) Within 32 months after the effective date of this AD.

(iii) Before the accumulation of 10,000 total flight hours on HSTA P/N 601R92305-5 (vendor P/N 8396-4).

(k) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 601R-27-161, dated May 31, 2012, which is not incorporated by reference in this AD.

(l) Parts Installation Limitations

(1) As of the effective date of this AD, no person may install an HSTA, P/N 601R92305-1 (vendor P/N 8396-2) or P/N 601R92305-3 (vendor P/N 8396-3) on any Model CL-600-2B19 airplane.

(2) As of the effective date of this AD, no person may install an HSTA, P/N 601R92305-5 (vendor P/N 8396-4) having S/N 287, 724, 813, 841, 998, 1031, 1035, 1049, 1053, 1067, 1068, 1136, 1252, 1268, 1303, 1319, 1338, 1354, 1374, 1378, 1445, 1470, 1498, 1513, 1546, 1632, 1736, 1766, 1846, 1849, 2002 through 2009 inclusive, 2011, 2013 through 2016 inclusive, 2019, 2020, or 2022, on any Model CL-600-2B19 airplane.

(3) As of the effective date of this AD: It is acceptable to replace an HSTA P/N 601R92305-1 (vendor P/N 8396-2), P/N 601R92305-3 (vendor P/N 8396-3), or P/N 601R92305-5 (vendor P/N 8396-4) with an HSTA having P/N 601R92305-5 (vendor P/N 8396-4) that is not identified in

paragraph (l)(2) of this AD, provided the actions required by paragraph (j)(2) of this AD are accomplished within the compliance time specified in that paragraph.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-14, dated June 4, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1049-0002>.

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

(o) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 601R-27-161, Revision A, dated January 30, 2014.

(ii) Supplement 23, "Horizontal Stabilizer Trim Check," of Chapter 7 "Supplements," of Bombardier CL-600-2B19 Airplane Flight Manual CSP A-012, Volume 3, Revision 61, dated April 2, 2013.

(iii) Task C27-40-103-04, "Operational Check (ground maintenance test) of the horizontal stabilizer trim control unit," in Bombardier CL-600-2B19 Temporary Revision 2A-56, dated June 4, 2012, to Appendix A, Certification Maintenance Requirements, of Part 2, Airworthiness Requirements, of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

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

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

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

Issued in Renton, Washington, on December 23, 2015.

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



2016-01-03 Airbus: Amendment 39-18362. Docket No. FAA-2015-1981; Directorate Identifier 2014-NM-204-AD.

(a) Effective Date

This AD becomes effective February 17, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes; all manufacturer serial numbers; except those on which Airbus Modification 58896 has been embodied in production or embodied through Airbus Service Bulletin A330-32-3237.

(2) Model A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313 airplanes; all manufacturer serial numbers; except those on which Airbus Modification 58896 has been embodied in production or embodied through Airbus Service Bulletin A340-32-4279.

(d) Subject

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

(e) Reason

This AD was prompted by reports that the inner bore of some main landing gear (MLG) unit bogie beams were insufficiently re-protected against corrosion after inspection or maintenance actions were accomplished. We are issuing this AD to detect and correct corrosion in the bore of each MLG unit bogie beam, which could result in collapse of a MLG unit, and subsequent damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Identification of Affected MLG Units

Within 12 months after the effective date of this AD: For MLG units having a 201252 series or 201490 series part number, determine the revision of the Messier-Dowty component maintenance manual (CMM) used to do the most recent MLG unit overhaul. If it is determined that the Messier-Dowty CMM revision specified in paragraph (g)(1) or (g)(2) of this AD was used to accomplish the

most recent MLG unit overhaul: Within 12 months after the effective date of this AD, clean the area between the bogie pivot pin and the bogie beam bore of each MLG unit and do a detailed inspection for missing or damaged paint, in accordance with Airbus Alert Operators Transmission A32L004-14, dated July 28, 2014, including Appendixes 1, 2, 3, and 4, which do not have a date.

(1) For MLG units having a part number in the 201252 series: Messier-Dowty CMM 32-11-74, Revision 25 or earlier.

(2) For MLG units having a part number in the 201490 series: Messier-Dowty CMM 32-12-05, Revision 20 or earlier.

(h) Inspection of Cadmium Plating

If, during the inspection required by paragraph (g) of this AD, any missing or damaged paint is found: Before further flight, do a detailed inspection of the cadmium plating for discrepancies, measure the depth of the plating as applicable, and do a general visual inspection of the base metal for corrosion or damage, in accordance with Airbus Alert Operators Transmission A32L004-14, dated July 28, 2014, including Appendixes 1, 2, 3, and 4, which do not have a date. If any discrepancy, damage, or corrosion is found, before further flight, do all applicable corrective actions, and do a detailed inspection of repaired areas for cracking or corrosion, in accordance with Airbus Alert Operators Transmission A32L004-14, dated July 28, 2014, including Appendixes 1, 2, 3, and 4, which do not have a date, except where Airbus Alert Operators Transmission A32L004-14, dated July 28, 2014, including Appendixes 1, 2, 3, and 4, specifies to contact Messier-Dowty if cracking or corrosion is found in a repaired area, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(i) Reporting Requirement

At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, report the findings of the inspection required by paragraph (g) of this AD to Airbus, Customer Services Engineering—SEEL1, Attn: Philippe Kerangueven, Product Leader A330/A340, ATA-32, Landing Gear Systems, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; phone +33 (0) 5 67 19 18 42; fax +33 0 5 67 19 12 05; email philippe.kerangueven@airbus.com. The report must include the information specified in Appendix 2 of Airbus Alert Operators Transmission A32L004-14, dated July 28, 2014.

(1) If the inspection was done on or after the effective date of this AD: Within 90 days after that inspection.

(2) If the inspection was done before the effective date of this AD: Within 90 days after the effective date of this AD.

(j) Optional Method of Compliance

Accomplishment of the boroscope inspection of the internal diameter of the bogie beam for corrosion or damage to the protective treatments, measurement of the depth of the protective treatments as applicable, and accomplishment of all applicable corrective actions, in accordance with the Accomplishment Instructions of Messier-Dowty Service Bulletin A33/34-32-272, dated November 16, 2007, including Appendixes A, B, C, and D, dated November 16, 2007; or Revision 1, dated September 22, 2008, including Appendixes A, B, C, and D, dated September 22, 2008; are acceptable for the corresponding actions required by paragraphs (g) and (h) of this AD for that MLG unit; however, after accomplishment of the actions in the Accomplishment Instructions of Messier-Dowty Service Bulletin A33/34-32-272, dated November 16, 2007, including Appendixes A, B, C, and D, dated November 16, 2007; or Service Bulletin A33/34-32-272, Revision 1, dated September 22, 2008, including Appendixes A, B, C, and D, dated September 22, 2008; the actions specified in the Messier-Dowty service information identified in paragraphs (j)(1) through (j)(5) of this AD must

not be accomplished on that same MLG unit. Where Messier-Dowty Service Bulletin A33/34-32-272, dated November 16, 2007, including Appendixes A, B, C, and D, dated November 16, 2007; or Revision 1, dated September 22, 2008, including Appendixes A, B, C, and D, dated September 22, 2008; specify to contact Messier-Dowty for repair information, the repair must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

- (1) Messier-Dowty Service Bulletin A33/34 32-285, dated July 9, 2010.
- (2) Messier-Dowty Service Bulletin A33/34 32-285, Revision 1, dated October 4, 2011.
- (3) Messier-Dowty Service Bulletin A33/34 32-285, Revision 2, dated October 4, 2012.
- (4) Messier-Dowty Service Bulletin A33/34 32-285, Revision 3, dated September 11, 2013.
- (5) Messier-Dowty Service Bulletin A33/34 32-285, Revision 4, dated January 23, 2014.

Note 1 to paragraph (j) of this AD: Inspections done using the instructions in Messier-Dowty Service Bulletin A33/34-32-285, Revision 5, dated August 14, 2014, do not affect the optional method of compliance provided by this paragraph.

(k) Parts Installation Limitation

As of the effective date of this AD, any overhauled MLG unit having a 201252 series or 201490 series part number may be installed on an airplane, provided the most recent MLG overhaul was done using a Messier-Dowty CMM that is not specified in paragraph (g)(1) or (g)(2) of this AD, or, prior to installation, the MLG unit passes the inspection required by paragraph (g) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425 227 1149. 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. The AMOC approval letter must specifically reference this AD.

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

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES 200.

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0222, dated October 6, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-1981-0002>.

(n) Material Incorporated by Reference

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

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

(i) Airbus Alert Operators Transmission A32L004-14, dated July 28, 2014, including Appendixes 1, 2, 3, and 4, which are not dated.

(ii) Messier-Dowty Service Bulletin A33/34-32-272, dated November 16, 2007, including Appendixes A, B, C, and D, dated November 16, 2007.

(iii) Messier-Dowty Service Bulletin A33/34-32-272, Revision 1, dated September 22, 2008, including Appendixes A, B, C, and D, dated September 22, 2008.

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

(4) For Messier-Dowty service information identified in this AD, contact Messier-Dowty Limited, Cheltenham Road, Gloucester, GL2 9QH, England; telephone +44(0) 1452 712424; fax+44(0) 1452 713821; Internet <http://www.safranmbd.com>.

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

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

Issued in Renton, Washington, on December 29, 2015.

Philip Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-04 The Boeing Company: Amendment 39-18363; Docket No. FAA-2015-1984; Directorate Identifier 2015-NM-022-AD.

(a) Effective Date

This AD is effective February 17, 2016.

(b) Affected ADs

This AD replaces AD 2005-01-09, Amendment 39-13933 (70 FR 1340, January 7, 2005) ("AD 2005-01-09").

(c) Applicability

This AD applies to The Boeing Company Model 747-100, -100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series airplanes; certificated in any category; as identified in Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of additional cracking found in the same area after completion of the one-time detailed inspection. We are issuing this AD to detect and correct discrepancies of the frame web and inner chords, which could result in cracking, subsequent severing of the frame, and consequent rapid depressurization of the airplane.

(f) Compliance

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

(g) Inspections

Do the applicable actions specified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015, except as required by paragraph (h)(2) of this AD.

(1) At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015, except as required by paragraph (h)(1) of this AD: Do a detailed inspection for nicks, scratches, or gouges of the Station 2231 frame inner chords, forward and aft, at stringer 26 at the edge and side of the inner chords.

(2) At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015, except as required by paragraph (h)(1) of

this AD: Do a surface high frequency eddy current (HFEC) inspection for cracks of the frame inner chords, forward and aft.

(3) Based on the findings from the inspections specified in paragraphs (g)(1) and (g)(2) of this AD, do all applicable corrective actions, before further flight.

(4) Repeat the HFEC inspection specified in paragraph (g)(2) of this AD at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015.

(h) Exceptions to Service Bulletin Specifications

(1) Where Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015, specifies a compliance time "after the release of Revision 1 of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015, specifies to contact Boeing for repair instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(i) Credit for Previous Actions

(1) This paragraph provides credit for inspections required by paragraph (g)(1) of this AD, if those inspections were performed before the effective date of this AD using Boeing Alert Service Bulletin 747-53A2494, dated September 18, 2003, which was incorporated by reference in AD 2005-01-09.

(2) This paragraph provides credit for inspections required by paragraphs (g)(1) and (g)(2) of this AD, if those inspections were performed before the effective date of this AD using Boeing Alert Service Bulletin 747-53A2450, Revision 7, dated November 2, 2011, which was incorporated by reference in AD 2013-17-08, Amendment 39-17572 (78 FR 57053, September 17, 2013).

(j) Alternative Methods of Compliance (AMOCs)

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

(4) AMOCs approved for AD 2005-01-09 are approved as AMOCs for the corresponding provisions of paragraph (g)(1) of this AD.

(k) Related Information

For more information about this AD, contact Nathan Weigand, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6428; fax: 425-917-6590; email: nathan.p.weigand@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 747-53A2494, Revision 1, dated January 9, 2015.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>.

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

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

Issued in Renton, Washington, on December 28, 2015.

Philip Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-05 The Boeing Company: Amendment 39-18364; Docket No. FAA-2015-1990; Directorate Identifier 2015-NM-027-AD.

(a) Effective Date

This AD is effective February 17, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-400 series airplanes, certificated in any category, having serial numbers 23865, 24231, 24706, 24474, 25417, 27003, 27149, 25375, 26281, 28661, and 28881, as modified by Supplemental Type Certificate ST01114WI ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/f9490633c04cbc8286257301006ed621/\\$FILE/ST01114WI.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/f9490633c04cbc8286257301006ed621/$FILE/ST01114WI.pdf)).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the discovery of a design drawing error regarding placards that identified incorrect squibs and pressure switches for certain fire extinguisher bottles. We are issuing this AD to detect and correct incorrectly installed harnesses for the cargo fire suppression system bottles, which could result in an incorrect activation sequence of the bottles, the inability to suppress a cargo fire quickly, and a possible uncontrollable fire.

(f) Compliance

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

(g) Placard Inspection

Within 6 months after effective date of this AD, do a detailed inspection of Advanced Aircraft Extinguishers cargo fire protection system (FPS) placards to determine if they are the correct placards and in the correct location, and do all applicable corrective actions, in accordance with the "SERVICE BULLETIN INSTRUCTIONS" of Advanced Aircraft Extinguishers Service Bulletin TFA10-26-0020, Revision IR, dated January 12, 2015. Do all applicable corrective actions before further flight.

(h) Harness Inspection

Within 6 months after the effective date of this AD, do a detailed inspection of the harnesses to verify that they are correctly marked and installed, in accordance with the "SERVICE BULLETIN INSTRUCTIONS" of Advanced Aircraft Extinguishers Service Bulletin TFA10-26-0020, Revision IR, dated January 12, 2015. If any harness is not marked or installed correctly, before further flight, do steps C.(5) through C.(11) specified in and in accordance with the "SERVICE BULLETIN INSTRUCTIONS" of Advanced Aircraft Extinguishers Service Bulletin TFA10-26-0020, Revision IR, dated January 12, 2015, except as required by paragraph (i) of this AD.

(i) Exception to the Service Information Specification

Where Advanced Aircraft Extinguishers Service Bulletin TFA10-26-0020, Revision IR, dated January 12, 2015, specifies contacting the manufacturer for appropriate action: Before further flight, repair in accordance with a method approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA.

(j) Special Flight Permit

Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane, provided the airplane does not carry cargo in the lower cargo bay.

(k) Alternative Methods of Compliance (AMOCs)

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

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

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

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(l) Related Information

For more information about this AD, contact Paul C. DeVore, Aerospace Engineer, Systems and Propulsion Branch, ACE-116W, FAA, Wichita ACO, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, KS 67209; phone: 316-946-4142; fax: 316-946-4107; email: paul.devore@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Advanced Aircraft Extinguishers Service Bulletin TFA10-26-0020, Revision IR, dated January 12, 2015.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H-65, Seattle, WA 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; Internet <https://www.myboeingfleet.com>.

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

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

Issued in Renton, Washington, on December 28, 2015.

Philip Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-07 Airbus: Amendment 39-18366. Docket No. FAA-2015-8433; Directorate Identifier 2015-NM-194-AD.

(a) Effective Date

This AD becomes effective February 5, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

- (1) Airbus Model A319-113 and A319-114 airplanes, all manufacturer serial numbers.
- (2) Airbus Model A320-211 and A320-212 airplanes, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by an incorrect torque unit for the CFM56-5A engine forward mount fasteners that was inadvertently introduced into a certain Airbus airplane maintenance manual. We are issuing this AD to prevent loose bolts, which if combined with induced maintenance damage, could lead to forward engine mount failure. An engine mount failure can result in an engine detachment and consequent reduced control of the airplane, damage to the airplane, and injury to persons on the ground.

(f) Compliance

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

(g) Identification of Affected Engines and Torque Check

Within 2 months after the effective date of this AD, accomplish the actions required by paragraphs (g)(1) and (g)(2) of this AD, as applicable.

- (1) Identify each CFM56-5A engine that has been installed on the airplane as specified in A318/A319/A320/A321 Airplane Maintenance Manual (AMM) Task 71-00-00-400-040-A01, "Installation of the Power Plant with Engine Positioner TWW-75E," of an AMM having a revision date between May 2013 and July 2015 (inclusive). A review of airplane maintenance records is acceptable in lieu of this determination if the date of the AMM revision used for the engine installation can be conclusively determined from that review.

(2) For each engine installation determined to be affected as required by paragraph (g)(1) of this AD, check the torque values applied on the forward engine mount bolts, in accordance with the instructions of paragraph 4.2.2 of Airbus Alert Operators Transmission (AOT) A71N010-15, dated September 30, 2015.

(h) On-Condition Actions

If, during the torque check required by paragraph (g)(2) of this AD, any bolt rotation is detected, accomplish the actions required by paragraphs (h)(1) and (h)(2) of this AD.

(1) Before further flight, torque the affected bolt, in accordance with the instructions of paragraph 4.2.3.1 of Airbus AOT A71N010-15, dated September 30, 2015.

(2) During the next engine removal, replace the forward engine mount bolts, nuts, and washers; accomplish a fluorescent penetrant inspection and dimensional check of the pylon bolt holes of the affected forward engine mount platform for local deformation and cracks; and do all applicable corrective actions; in accordance with the instructions of paragraph 4.2.3.2 of Airbus AOT A71N010-15, dated September 30, 2015. Do all applicable corrective actions before further flight.

(i) Parts Installation Limitation

As of the effective date of this AD, installation of a CFM56-5A engine on an airplane is permitted, provided that the installation is accomplished using the torque values for forward engine mount bolts specified in paragraph 4.2.3.1 of Airbus AOT A71N010-15, dated September 30, 2015.

Note 1 to paragraph (i) of this AD: Additional guidance for the re-torque can be found in Airbus A318/A319/A320/A321 AMM, Task 71-00-00-400-040-A01, "Installation of the Power Plant with Engine Positioner TWW 75E," dated August 2015.

(j) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2015-0229, dated November 27, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-8433.

(m) Material Incorporated by Reference

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

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

(i) Airbus Alert Operators Transmission (AOT) A71N010-15, dated September 30, 2015.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on December 28, 2015.

Phil Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-08 Airbus: Amendment 39-18367. Docket No. FAA-2015-0678; Directorate Identifier 2013-NM-207-AD.

(a) Effective Date

This AD becomes effective February 17, 2016.

(b) Affected ADs

This AD replaces AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013).

(c) Applicability

(1) This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that additional work is necessary to adequately address the identified unsafe condition. We are issuing this AD to prevent untimely unlocking and/or retraction of the nose landing gear (NLG), which, while on the ground, could result in injury to ground personnel and damage to the airplane.

(f) Compliance

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

(g) Retained Modification With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013) with no changes. For all airplanes except airplanes on which Airbus modification 37866 has been embodied in production: At the applicable compliance time specified in paragraph (g)(1) or (g)(2) of this AD: Install a power interruption protection circuit for the landing gear control interface unit (LGCIU), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1346, Revision 04, including Appendices 01 and 02, dated April 22, 2011 (for Model A318, A319, A320, and A321 series airplanes other than the Model A319CJ (corporate jet) airplanes); or Airbus Service Bulletin A320-32-1349, Revision 03, including Appendix 1, dated October 5, 2011 (for Model A319CJ (corporate jet) airplanes).

(1) For airplanes that have embodied Airbus Modification 38947 specified in Airbus Service Bulletin A320-32-1348 during production or in service: Within 72 months after August 14, 2013 (the effective date of AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013)).

(2) For all airplanes other than those identified in paragraph (g)(1) of this AD: Within 60 months after August 14, 2013 (the effective date of AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013)).

(h) Retained Re-Identification of Identification Plates With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013) with no changes. For airplanes on which the installation required by paragraph (g) of this AD has been done before August 14, 2013 (the effective date of AD 2013-13-04) using Airbus Service Bulletin A320-32-1346, dated December 4, 2008 (for Model A318, A319, A320, and A321 series airplanes other than Model A319CJ (corporate jet) airplanes): Within the applicable times specified in paragraphs (g)(1) and (g)(2) of this AD, re-identify the identification plates, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1346, Revision 04, including Appendices 01 and 02, dated April 22, 2011 (for Model A318, A319, A320, and A321 series airplanes other than Model A319CJ (corporate jet) airplanes).

(i) New Modification

For airplanes identified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD except airplanes on which Airbus modification 37866 has been embodied in production: Modify the LGCIU at the applicable time specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1346, Revision 07, dated February 10, 2015, including Appendices 01 and 02, dated February 10, 2015; or Airbus Service Bulletin A320-32-1349, Revision 03, including Appendix 1, dated October 5, 2011 (for Model A319CJ (corporate jet) airplanes), which was incorporated by reference on August 14, 2013 (78 FR 41286, July 10, 2013). Accomplishing the modification in this paragraph terminates the actions required by paragraphs (g) and (h) of this AD.

(1) For airplanes on which any landing gear (LG) selector valve having part number (P/N) 114079019 is installed and that have embodied Airbus Modification 38947 specified in Airbus Service Bulletin A320-32-1348 during production or in service: Modify the LGCIU within 72 months after the effective date of this AD.

(2) For airplanes on which any LG selector valve 40GA having a part number listed in paragraphs (i)(2)(i) through (i)(2)(xii) of this AD, provided the valve has the marking "DI" or "DI-BE" recorded on its amendment plates: Modify the LGCIU within 72 months after the effective date of this AD.

- (i) P/N 114079001.
- (ii) P/N 114079005.
- (iii) P/N 114079009.
- (iv) P/N 114079013.
- (v) P/N 114079001A.
- (vi) P/N 114079005A.
- (vii) P/N 114079009A.
- (viii) P/N 114079015.
- (ix) P/N 114079001AB.
- (x) P/N 114079005AB.
- (xi) P/N 114079009AB.
- (xii) P/N 114079017.

(3) For all airplanes other than those identified in paragraphs (i)(1) and (i)(2) of this AD: Modify the LGCIU within 60 months after the effective date of this AD.

(j) New Modification for Airplanes Previously Modified

For airplanes that have been modified as of the effective date of this AD as specified in the applicable service information identified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD, except airplanes on which Airbus modification 37866 has been embodied in production: Within 72 months after the effective date of this AD, do the additional modification of the LGCIU, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1346, Revision 07, dated February 10, 2015, including Appendices 01 and 02, dated February 10, 2015.

(1) Airbus Service Bulletin A320-32-1346, Revision 01, dated October 27, 2009, which is not incorporated by reference in this AD.

(2) Airbus Service Bulletin A320-32-1346, Revision 02, dated November 4, 2009, which is not incorporated by reference in this AD.

(3) Airbus Service Bulletin A320-32-1346, Revision 03, dated January 7, 2010, which is not incorporated by reference in this AD.

(4) Airbus Service Bulletin A320-32-1346, including Appendices 01 and 02, Revision 04, dated April 22, 2011, which is incorporated by reference in AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013).

(k) New Maintenance or Inspection Program Revision

Before further flight after accomplishing the actions specified in paragraph (i) or (j) of this AD or within 7 days after the effective date of this AD, whichever occurs later: Revise the maintenance or inspection program, as applicable, to incorporate Task 32.30.00.17, "Functional Check of LGCIU Power Supply Relays," of Section C-32 of Section C, Systems and Powerplant, of the Airbus A318/A319/A320/A321 Maintenance Review Board Report, Revision 18, dated March 2013. The initial compliance time is within 4,000 flight hours after accomplishing the additional modification of the LGCIU.

(l) Credit for Previous Actions

(1) This paragraph provides credit for A319 Corporate Jet airplanes for the modification required by paragraph (g) of this AD if that modification was performed before the effective date of this AD using the following applicable service information. This service information is not incorporated by reference in this AD.

(i) Airbus Service Bulletin A320-32-1349, dated December 4, 2008;

(ii) Airbus Service Bulletin A320-32-1349, Revision 01, dated August 31, 2009;

(iii) Airbus Service Bulletin A320-32-1349, Revision 02, dated June 16, 2010.

(2) This paragraph provides credit for the modification required by paragraphs (i) and (j) of this AD, as applicable, if that modification was performed before the effective date of this AD using Airbus Service Bulletin A320-32-1346, Revision 05, dated January 13, 2012; or Airbus Service Bulletin A320-32-1346, Revision 06, dated January 12, 2015. This service information is not incorporated by reference in this AD.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue

SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

(ii) AMOCs approved previously for AD 2013-13-04, Amendment 39-17492 (78 FR 41286, July 10, 2013) are approved as AMOCs for the corresponding provisions of this AD.

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

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0202, dated September 5, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0678-0002>.

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

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on February 17, 2016.

(i) Airbus Service Bulletin A320-32-1346, Revision 07, dated February 10, 2015, including Appendices 01 and 02, dated February 10, 2015.

(ii) Task 32.30.00.17, "Functional Check of LGCIU Power Supply Relays," of Section C-32 of Section C, Systems and Powerplant, of the Airbus A318/A319/A320/A321 Maintenance Review Board Report, Revision 18, dated March 2013.

(4) The following service information was approved for IBR on August 14, 2013 (78 FR 41286, July 10, 2013).

(i) Airbus Service Bulletin A320-32-1346, Revision 04, including Appendices 01 and 02, dated April 22, 2011.

(ii) Airbus Service Bulletin A320-32-1349, Revision 03, including Appendix 1, dated October 5, 2011.

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

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

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

Issued in Renton, Washington, on December 31, 2015.
Philip Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-09 Bombardier, Inc.: Amendment 39-18368. Docket No. FAA-2014-0447; Directorate Identifier 2014-NM-019-AD.

(a) Effective Date

This AD becomes effective February 25, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by a report of several cracks found on the forward passenger airstair door step assembly. We are issuing this AD to detect and correct cracks in the forward passenger airstair door step assembly, which could propagate and result in the structural failure of the steps and impede the evacuation of passengers in the event of an emergency egress situation.

(f) Compliance

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

(g) Inspection, Electronic Tap Test, Reidentification, and Replacement of the Airstair Door Step Assembly

For airplanes having serial numbers 4001 through 4393: Within 320 days after the effective date of this AD, do an inspection to determine the serial number of the airstair door step assembly, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, and with the attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(1) If the serial number of the airstair door step assembly cannot be found, or if the serial number is illegible: Before further flight, do an electronic tap test to determine the existence of epoxy compound, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, and with the attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(i) If the existence of epoxy compound is confirmed, before further flight, reidentify the airstair door step assembly, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, and with the attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(ii) If the existence of epoxy compound is not confirmed: Within 6,000 flight hours after the effective date of this AD, replace the airstair door step assembly, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, and with the attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(2) If the serial number of the airstair door step assembly is in the affected range specified in paragraph 1.A., "Effectivity," of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014: Within 6,000 flight hours after the effective date of this AD, replace the airstair door step assembly, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, and with the attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may install on any airplane an airstair door step assembly with part number 85217008-001 containing a serial number in the affected range specified in paragraph 1.A., "Effectivity," of Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, and with the attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD if the serial number is known, and if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-52-77, Revision A, dated April 24, 2013; or Bombardier Service Bulletin 84-52-77, Revision B, dated October 31, 2013. This service information is not incorporated by reference in this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-20R1, dated December 30, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0447-0004>.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (1)(3) and (1)(5) of this AD.

(l) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-52-77, Revision C, dated June 5, 2014, including Appendix A, which is undated, and attached Short Brothers Service Bulletin D8400-52-0011, Revision C, dated February 26, 2014.

(ii) Reserved.

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

(4) For Short Brothers service information identified in this AD, contact Short Brothers PLC, Airworthiness, P.O. Box 241, Airport Road, Belfast, BT3 9DZ Northern Ireland; telephone +44(0)2890-462469; fax +44(0)2890 468444; email michael.mulholland@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on January 4, 2016.

Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-11 Airbus: Amendment 39-18370. Docket No. FAA-2015-1422; Directorate Identifier 2014-NM-125-AD.

(a) Effective Date

This AD becomes effective February 25, 2016.

(b) Affected ADs

This AD replaces AD 98-18-26, Amendment 39-10742 (63 FR 47423, September 8, 1998).

(c) Applicability

This AD applies to Airbus Model A320-211, -212, and -231 airplanes, certificated in any category, manufacturer serial numbers (MSN) 0001 through 0155 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by cracks found on the front vertical stringer at frame 36. This AD was also prompted by reports that indicate new repetitive inspections having new thresholds and intervals are needed and that additional work is needed to accomplish the inspections on airplanes on which a previous modification has been accomplished. We are issuing this AD to detect and correct fatigue cracking of the front spar vertical stringers on the wings, which could result in the reduced structural integrity of the airframe.

(f) Compliance

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

(g) Inspections

Within the applicable compliance times specified in paragraphs (h)(1) through (h)(4) of this AD, do a high frequency eddy current (HFEC) inspection for cracking of the radius of the front spar vertical stringers and the horizontal floor beam on frame 36, and do a rototest inspection for cracking of the fastener holes of the front spar vertical stringers on frame 36, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1178, Revision 01, dated May 28, 2014, including Appendix 01, dated May 28, 2014. Repeat the inspections thereafter at the compliance times specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) For Configuration 1 airplanes identified in paragraph (h)(1) of this AD: At intervals not to exceed 8,800 flight cycles or 17,700 flight hours, whichever occurs first.

(2) For Configuration 2, 3, and 4 airplanes identified in paragraphs (h)(2) through (h)(4) of this AD: At intervals not to exceed 24,900 flight cycles or 49,800 flight hours, whichever occurs first.

(h) Compliance Times for Initial Inspections Required by Paragraph (g) of This AD

Do the initial inspections required by paragraph (g) of this AD within the applicable compliance times specified in paragraphs (h)(1) through (h)(4) of this AD.

(1) For Configuration 1 airplanes, having MSNs 0001 through MSN 0079 inclusive, on which the modification specified by Airbus Service Bulletin A320-57-1017, dated September 3, 1991; or Airbus Service Bulletin A320-57-1017, Revision 01, dated March 17, 1997, has not been accomplished: Inspect at the later of the times specified by paragraphs (h)(1)(i) through (h)(1)(iii) of this AD.

(i) Inspect at the later of the times specified by paragraphs (h)(1)(i)(A) and (h)(1)(i)(B) of this AD.

(A) Prior to the accumulation of 24,000 flight cycles or 48,000 flight hours, whichever occurs first since airplane first flight.

(B) Within 60 days after the effective date of this AD.

(ii) Inspect within 8,800 flight cycles or 17,700 flight hours, whichever occurs first, since the last inspection specified in Airbus Service Bulletin A320-57-1016 was accomplished.

(iii) Inspect within 850 flight cycles or 1,700 flight hours, whichever occurs first, after the effective date of this AD, without exceeding 14,000 flight cycles after the last inspection specified in Airbus Service Bulletin A320-57-1016 was accomplished.

(2) For Configuration 2 airplanes, having MSNs 0001 through 0079 inclusive, on which the actions specified by Airbus Service Bulletin A320-57-1016, have not been done prior to accomplishing the actions specified by Airbus Service Bulletin A320-57-1017, dated September 3, 1991; or Airbus Service Bulletin A320-57-1017, Revision 01, dated March 17, 1997: Inspect at the later of the times specified by paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Within 8,800 flight cycles or 17,700 flight hours, whichever occurs first, since the modification specified in Airbus Service Bulletin A320-57-1017, dated September 3, 1991; or Airbus Service Bulletin A320-57-1017, Revision 01, dated December 6, 1995, was accomplished.

(ii) Within 850 flight cycles or 1,700 flight hours, whichever occurs first, after the effective date of this AD.

(3) For Configuration 3 airplanes, having MSNs 0001 through 0079 inclusive, on which the actions specified by Airbus Service Bulletin A320-57-1016, have been done prior to accomplishing the actions specified by Airbus Service Bulletin A320-57-1017, dated September 3, 1991; or Airbus Service Bulletin A320-57-1017, Revision 01, dated March 17, 1997: Inspect at the later of the times specified by paragraphs (h)(3)(i) and (h)(3)(ii) of this AD.

(i) Within 24,900 flight cycles or 49,800 flight hours, whichever occurs first, since the modification specified in Airbus Service Bulletin A320-57-1017, dated September 3, 1991; or Airbus Service Bulletin A320-57-1017, Revision 01, dated March 17, 1997, was accomplished.

(ii) Within 850 flight cycles or 1,700 flight hours, whichever occurs first, after the effective date of this AD.

(4) For Configuration 4 airplanes, having MSNs 0080 through 0155 inclusive: Inspect at the later of the times specified in paragraphs (h)(4)(i) or (h)(4)(ii) of this AD.

(i) Prior to the accumulation of 54,300 flight cycles or 108,600 flight hours, whichever occurs first since airplane first flight.

(ii) Within 60 days after the effective date of this AD.

(i) Repair

If any crack is detected during any inspection required by paragraph (g) of this AD: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116,

Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0069, dated March 19, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1422.

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on February 25, 2016.

(i) Airbus Service Bulletin A320-57-1178, Revision 01, dated May 28, 2014, including Appendix 01, dated May 28, 2014.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on December 31, 2015.
Philip Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-12 Bombardier, Inc. Airplanes: Amendment 39-18371. Docket No. FAA-2015-0081; Directorate Identifier 2014-NM-170-AD.

(a) Effective Date

This AD becomes effective February 25, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 airplanes, certificated in any category, serial numbers 9001 through 9476 inclusive and 9998.

(d) Subject

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

(e) Reason

This AD was prompted by reports of fluid entry and accumulation in the aft equipment bay. We are issuing this AD to prevent excessive quantities of flammable fluid accumulation in the aft equipment bay. Flammable fluid entry and accumulation in the aft equipment bay, in excessive quantities, could exceed safe levels maintained by the drainage and ventilation system.

(f) Compliance

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

(g) Modification

Within 24 months after the effective date of this AD, modify the aft equipment bay, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (g)(1) through (g)(4) of this AD.

(1) For Model BD-700-1A10 airplanes, serial numbers 9002 through 9312 inclusive, 9314 through 9380 inclusive, and 9384 through 9429 inclusive: Bombardier Service Bulletin 700-52-042, dated March 29, 2012.

(2) For Model BD-700-1A10 airplanes, serial numbers 9381 and 9432 through 9476 inclusive: Bombardier Service Bulletin 700-52-6007, dated March 29, 2012.

(3) For Model BD-700-1A11 airplanes, serial numbers 9127 through 9383 inclusive, 9389 through 9400 inclusive, 9404 through 9431 inclusive, and 9998: Bombardier Service Bulletin 700-1A11-52-019, dated March 29, 2012.

(4) For Model BD-700-1A11 airplanes, serial numbers 9386, 9401, and 9445 through 9474 inclusive: Bombardier Service Bulletin 700-52-5007, dated March 29, 2012.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(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, 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

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-25, dated August 21, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0081-0002>.

(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 Service Bulletin 700-1A11-52-019, dated March 29, 2012.

(ii) Bombardier Service Bulletin 700-52-042, dated March 29, 2012.

(iii) Bombardier Service Bulletin 700-52-5007, dated March 29, 2012.

(iv) Bombardier Service Bulletin 700-52-6007, dated March 29, 2012.

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

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

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

Issued in Renton, Washington, on December 31, 2015.

Philip Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-13 Airbus: Amendment 39-18372; Docket No. FAA-2014-1045; Directorate Identifier 2014-NM-031-AD.

(a) Effective Date

This AD is effective February 25, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Model A300 B4-605R and B4-622R airplanes; and Model A300 F4-605R, F4-622R, and A300 C4-605R Variant F airplanes; certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Reason

This AD was prompted by a report of skin disbonding and damage found on the composite side panel of the rudder, located between the rudder core and skin of a previously repaired area. We are issuing this AD to detect and correct disbonding and damage of the rudder, which could result in reduced structural integrity of the rudder, and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Rudder Assembly Identification

Within 4 months after the effective date of this AD: Check the applicable rudder maintenance records to determine if any composite side shell panel repair has been done since first installation of the rudder, and do the applicable actions specified in paragraph (g)(1) or (g)(2) of this AD at the time specified in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable, except as provided by paragraph (j)(3) of this AD.

(1) If a repair is identified based on the maintenance records: Perform a rudder thermography inspection of the repaired area only for disbonding or damage, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable.

(2) If the rudder maintenance records are unavailable or incomplete: Perform a rudder thermography inspection of the complete side shell panels to identify and mark the repair locations for disbonding or damage, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable.

(h) Related Investigative Actions/Repair or Replace

If any disbonding or damage is found during any inspection required by paragraph (g)(1) or (g)(2) of this AD: Do the actions required by paragraphs (h)(1) and (h)(2) of this AD, as applicable.

(1) At the time specified in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable, except as required by paragraph (j)(1) of this AD; do the applicable related investigative actions identified in Tables 3, 4A, 4B, 4C, 4D, and 5 of paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable, to determine the type and extent of the disbonding or damage, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable. Repeat the applicable inspection at the time specified in paragraph 1.E., "Compliance" of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable.

(2) Before further flight: Repair any disbonding or damage found during any inspection required by paragraph (h)(1) of this AD, or replace any affected rudder, as applicable, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-55-6050, or A310-55-2051, both Revision 01, both dated August 20, 2014; as applicable, except as required by paragraph (j)(4) of this AD.

(i) Repair Using Structural Repair Manual (SRM) Procedure Not Allowed

As of the effective date of this AD, do not accomplish a composite side shell panel repair on any rudder using an SRM procedure identified in Figure A-GBBAA (Sheet 01 and 02) or Figure A-GBCAA (Sheet 02) of Airbus Service Bulletin A310-55-2051; or Figure A-GBBAA (Sheet 01, 02, or 03) or Figure A-GBCAA (Sheet 02 or 04) of Airbus Service Bulletin A300-55-6050; as applicable.

(j) Exceptions to Service Information

(1) Where Airbus Service Bulletins A300-55-6050; and A310-55-2051; both Revision 01, both dated August 20, 2014; specify a compliance time "from original service bulletin issue date," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Airbus Service Bulletins A300-55-6050; and A310-55-2051 both Revision 01, both dated August 20, 2014; specify to contact Airbus for appropriate action: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(3) Airplanes on which a rudder is installed having a serial number that is not in the range HF-1005 through HF-1323, inclusive; HF-1325, HF-1327, HF-1329, HF-1331, HF-1332, HF-1340, TS-1324, TS-1326, TS-1328, TS-1330, TS-1333 through TS-1339, inclusive; TS-1341 through TS-1420, inclusive; or TS-2001 through TS-2197, inclusive; are not affected by the requirements of paragraphs (g) and (h) of this AD, provided that no repairs have been done in accordance with the applicable SRM specified in paragraph (i) of this AD on the composite side shell panel of that rudder since installation.

(4) The compliance time for the initial detailed inspection of the restored area for loose or lost tape identified in Tables 3 and 4 of paragraph 1.E., "Compliance," of Airbus Service Bulletins A300-

55-6050 and A310-55-2051, both Revision 01, both dated August 20, 2014; specifies "within 500 FH or 4 months after closing holes." This AD requires this action within 500 flight hours or 4 months, whichever occurs later, after the holes are closed.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-55-6050, or A310-55-2051, both dated September 11, 2012; as applicable; which are not incorporated by reference in this AD.

(l) Parts Installation Limitations

As of the effective date of this AD, no person may install any affected rudder on any airplane, unless the actions required by paragraphs (g) and (h) of this AD have been accomplished.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0026, dated January 28, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1045-0002>.

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

(o) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-55-6050, Revision 01, dated August 20, 2014.

(ii) Airbus Service Bulletin A310-55-2051, Revision 01, dated August 20, 2014.

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

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

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

Issued in Renton, Washington, on December 31, 2015.

Phil Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-16 Dassault Aviation: Amendment 39-18376. Docket No. FAA-2015-2967; Directorate Identifier 2014-NM-072-AD.

(a) Effective Date

This AD becomes effective February 25, 2016.

(b) Affected ADs

This AD replaces AD 2002-23-20, Amendment 39-12964 (67 FR 71098, November 29, 2002); corrected May 4, 2010 (75 FR 23579). This AD also affects AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010).

(c) Applicability

This AD applies to all DASSAULT AVIATION Model MYSTERE-FALCON 900 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 our determination of the need for a revision to the airplane airworthiness limitations to introduce a corrosion prevention control program, among other changes, to the maintenance requirements and airworthiness limitations. We are issuing this AD to prevent reduced structural integrity of the airplane.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, Revision 20, dated October 2012, of the Dassault Aviation Falcon 900 Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, Revision 20, dated October 2012, of the Dassault Aviation Falcon 900 Maintenance Manual, is within the applicable times specified in the maintenance manual or within 30 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

(1) The term "LDG" in the "First Inspection" column of any table in the service information means total airplane landings.

(2) The term "FH" in the "First Inspection" column of any table in the service information means total flight hours.

(3) The term "FC" in the "First Inspection" column of any table in the service information means total flight cycles.

(4) The term "M" in the "First Inspection" column of any table in the service information means months.

(h) Terminating Action

Accomplishing paragraph (g) of this AD terminates the requirements of paragraph (g)(1) of AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010), for DASSAULT AVIATION Model MYSTERE-FALCON 900 airplanes.

(i) No Alternative Actions and Intervals

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149. 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. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0053, dated March 4, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-2967.

(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) Chapter 5-40, Airworthiness Limitations, Revision 20, dated October 2012, of the Dassault Aviation Falcon 900 Maintenance Manual.

(ii) Reserved.

(3) For 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 <http://www.dassaultfalcon.com>.

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

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

Issued in Renton, Washington, on January 6, 2016.

Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-01-17 Bombardier, Inc.: Amendment 39-18377; Docket No. FAA-2015-1987; Directorate Identifier 2014-NM-240-AD.

(a) Effective Date

This AD becomes effective February 25, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, certificated in any category, serial numbers 10002 and subsequent, as identified in Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracked forward door members of the inboard main landing gear (MLG) doors. We are issuing this AD to prevent loss of an MLG door during flight, which could result in damage to the airplane.

(f) Compliance

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

(g) Repetitive Inspections

Within 660 flight hours or 12 months after the effective date of this AD, whichever occurs first: Do a detailed inspection for damage (including deformation, pulled or missing fasteners on the inner skins and outer skin, and cracks) on the inner skins, outer skin, and the forward member of the inboard MLG doors, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013. Repeat the inspection thereafter at intervals not to exceed 660 flight hours or 12 months, whichever occurs first.

(h) Detailed Inspection Definition

For the purposes of this AD, a detailed inspection is an intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.

(i) Corrective Actions

(1) If any damage is found on any inner skin or outer skin of the inboard MLG door during any inspection required by paragraph (g) of this AD: Before further flight, do the actions specified in paragraph (i)(1)(i), (i)(1)(ii), or (i)(1)(iii) of this AD.

(i) Remove the damaged inboard MLG door, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013. A damaged inboard MLG door cannot be reinstalled, unless the repair specified in paragraph (i)(1)(ii) of this AD is done prior to reinstallation and the actions specified in paragraph (l) of this AD are done at the times specified in paragraph (l) of this AD.

(ii) Repair the door as specified in paragraph (i)(1)(ii)(A) or (i)(1)(ii)(B) of this AD, as applicable.

(A) If it is possible to repair the inboard MLG door in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013: Repair the door, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013.

(B) If it is not possible to repair the inboard MLG door in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013: Repair using a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO).

(iii) Replace the inboard MLG door, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, except, where Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, specifies to contact the manufacturer for certain instructions, this AD requires accomplishing those actions using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(2) If any damage is found on the forward member of the inboard MLG door during any inspection required by paragraph (g) of this AD: Before further flight, replace the inboard MLG door, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, except, where Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, specifies to contact the manufacturer for certain instructions, this AD requires accomplishing those actions using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(j) Terminating Action

Within 6,600 flight hours or 36 months after the effective date of this AD, whichever occurs first, except as provided by paragraph (l) of this AD: Replace the inboard MLG doors, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014; except, where Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, specifies to contact the manufacturer for certain instructions, this AD

requires accomplishing those actions using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(1) Doing the MLG door replacement required by the introductory text of paragraph (j) of this AD terminates the inspections required by paragraph (g) of this AD for that MLG door.

(2) Doing the MLG door replacement required by the introductory text of paragraph (j) of this AD does not terminate the actions required by AD 2010-23-19, Amendment 39-16508 (75 FR 68695, November 9, 2010).

(k) Optional Actions for Compliance With Paragraph (j) of This AD

Doing any of the actions specified in paragraph (k)(1), (k)(2), (k)(3), or (k)(4) of this AD is acceptable for compliance with the requirements of paragraph (j) of this AD.

(1) Replacement of the inboard MLG door, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, except, where Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, specifies to contact the manufacturer for certain instructions, this AD requires accomplishing those actions using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO; and enlargement of the forward and aft hinge cutouts, in accordance with the procedures specified in Bombardier Modification Summary Package IS670528200033, Revision A-2, dated October 11, 2005.

(2) Installation of an inboard MLG door assembly with a part number listed in the "Post SB Part Number" column of Section M, Relationship Chart, of Bombardier Service Bulletin 670BA-32-043, dated July 2, 2014, in accordance with a method specified in paragraph (k)(2)(i) or (k)(2)(ii) of this AD.

(i) Do the installation in accordance with the Accomplishment instructions of Bombardier Service Bulletin 670BA-32-043, dated July 2, 2014; or Bombardier Service Bulletin 670BA-32-043, Revision A dated November 13, 2014; except, where Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014, specifies to contact the manufacturer for certain instructions, this AD requires accomplishing those actions using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(ii) Do the installation using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO.

(3) Doing the actions specified in "PART C—Installation of the Inboard MLG Door Part Number CC670-10520-15 and Increase of the Clearance Between the Left MLG Inboard-Door and the MLG Fairing" and "PART D—Installation of the Inboard MLG Door Part Number CC670-10520-16 and Increase of the Clearance Between the Right MLG Inboard-Door and the MLG Fairing" of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-040, Revision E, dated November 13, 2014, including Appendix A, Revision A, dated July 2, 2014, and Appendix B, Revision B, dated July 2, 2014.

(4) Doing the actions specified in paragraphs (k)(4)(i) and (k)(4)(ii) of this AD.

(i) Doing the actions specified in "PART C—Installation of the Inboard MLG Door Part Number CC670-10520-15 and Increase of the Clearance Between the Left MLG Inboard-Door and the MLG Fairing" and "PART D—Installation of the Inboard MLG Door Part Number CC670-10520-16 and Increase of the Clearance Between the Right MLG Inboard-Door and the MLG Fairing" of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-32-040, Revision D, dated July 2, 2014, including Appendix A, Revision A, dated July 2, 2014, and Appendix B, Revision B, dated July 2, 2014.

(ii) Enlargement of the forward and aft hinge cutouts specified in Bombardier Modification Summary Package IS670528200033, Revision A-2, dated October 11, 2005.

(l) Optional Delay of MLG Door Replacement

If an MLG door is removed, the replacement required by paragraph (j) of this AD can be delayed until the MLG door is reinstalled. When the removed MLG door is reinstalled, the actions required by paragraph (j) of this AD must be done at the time specified in paragraph (j) of this AD.

(m) Parts Installation Prohibition

Upon completion of the actions specified in paragraph (j) or (k) of this AD, no person may install an inboard MLG door assembly with a part number listed in the "Pre SB Part Number" column of Section M, Relationship Chart, of Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014; on any airplane.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(o) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(p) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-42, dated December 12, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-1987-0002>.

(q) 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 Modification Summary Package IS670528200033, Revision A-2, dated October 11, 2005.

(ii) Bombardier Service Bulletin 670BA-32-040, Revision D, dated July 2, 2014, including Appendix A, Revision A, dated July 2, 2014, and Appendix B, Revision B, dated July 2, 2014.

(iii) Bombardier Service Bulletin 670BA-32-040, Revision E, dated November 13, 2014, including Appendix A, Revision A, dated July 2, 2014, and Appendix B, Revision B, dated July 2, 2014.

(iv) Bombardier Service Bulletin 670BA-32-042, Revision A, dated July 2, 2014, including Appendixes A and B, both dated November 5, 2013.

(v) Bombardier Service Bulletin 670BA-32-043, dated July 2, 2014.

(vi) Bombardier Service Bulletin 670BA-32-043, Revision A, dated November 13, 2014.

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

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

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

Issued in Renton, Washington, on January 6, 2016.

Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service