

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2016-25**

11/28/2016 - 12/11/2016



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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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)
Biweekly 2016-03			
2015-25-08	COR	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2015-28-01		Engine Alliance	GP7270 turbofan engines
2016-01-10	R 2004-20-14	Airbus	A300 airplanes
2016-01-18	R 98-20-27	Airbus	A300 airplanes
2016-02-01	R 96-18-06	Airbus	A320-211, -212, and -231 airplanes
2016-02-02		Airbus	A318-111 and -112; A319-111, -112, and -115; A320-214; A321-111, -112, -211, -212, and -213 airplanes
2016-02-03		Airbus	A319-113 and -114; A320-211 and -212 airplanes
2016-02-04		CFM International S.A.	CFM56-5B engines
2016-02-05		Bombardier, Inc.	BD-100-1A10 (Challenger 300) airplanes
2016-03-01		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes

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AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2016-04			
2016-03-04		Rolls-Royce plc	(RR) RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines
2016-03-06	R 2012-18-05	The Boeing Company	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC 9 34F, DC 9 32F (C-9A, C 9B), DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30 airplanes.
2016-04-01	R 2015-26-02	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2016-04-02	R 2010-26-10	The Boeing Company	747-200C, -200F, -400, -400D, and -400F series airplanes
2016-04-03		The Boeing Company	747-400F series airplanes
Biweekly 2016-05			
2016-04-06		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2016-04-07		The Boeing Company	767-200, -300, -300F, and -400ER series
2016-04-08		The Boeing Company	787-8
2016-04-09		Dassault Aviation	FALCON 900EX and FALCON 2000EX
2016-04-10		ATR-GIE Avions de Transport Régional	ATR42-500 and ATR72-102, -202, -212, and -212A
2016-04-11		General Electric Company	GEEx-1B54, -1B58, -1B64, -1B67, and -1B70
2016-04-17		The Boeing Company	777-200 series
2016-04-18		The Boeing Company	747-100, -200B, -200C, -200F, -300, -400, -400D, and -400F series
2016-04-19		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2016-04-20		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series; 757-200, -200PF, -200CB, and -300 series; 767-200, -300, -300F, and -400ER series; 777-200, -200LR, -300, -300ER, and -777F series
2016-04-21	R 2008-26-07	The Boeing Company	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2016-04-22		Fokker Services B.V.	F.27 Mark 200, 300, 400, 500, 600, and 700
2016-04-23		The Boeing Company	787-8
2016-04-24		The Boeing Company	757-200 series
Biweekly 2016-06			
2016-03-03	S 2013-11-13	Rolls-Royce plc	Viper Mk. 521, Viper Mk. 522, and Viper Mk. 601-22 turbojet engines
2016-03-07		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
2016-04-13	S 2015-04-03	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2016-04-16	R 2013-08-23	The Boeing Company	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, MD-10-30F, MD-11, and MD-11F
2016-05-02	R 2011-13-11 & R 2013-16-09	Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-05-04		Dowty Propellers	R352/6-123-F/1, R352/6-123-F/2, and R410/6-123-F/35
2016-05-05		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-05-07		Engine Alliance	GP7270 turbofan engine
2016-05-12	R 2012-15-13	The Boeing Company	747-100B SUD, 747-300, 747-400, and 747-400D series, 747-200B series

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2016-06-02		The Boeing Company	737-300, -400, and -500 series
2016-06-03		Airbus	A319-131, -132, and -133, A320-232 and -233, A321-131, -231, and -232
2016-06-04		The Boeing Company	737-300, -400, and -500 series
2016-06-05		The Boeing Company	777-200, -200LR, -300, -300ER, and -777F series
2016-06-06		Quest Aircraft Design, LLC	KODIAK 100
2016-06-07	R 2006-22-15	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2016-06-08		The Boeing Company	787-8 and 787-9
Biweekly 2016-07			
2016-06-10		The Boeing Company	787-8
2016-06-11		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300
2016-06-12		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2016-06-13		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-07-03		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SR, and 747SP series
2016-07-05		The Boeing Company	747-8 series
2016-07-06		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2016-07-10		The Boeing Company	787-8 and 787-9
Biweekly 2016-08			
2016-06-14		General Electric Company	CF6-80E1
2016-07-02		Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, and -5R
2016-07-04		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; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-07-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2016-07-08		The Boeing Company	DC-9-83 (MD-83)
2016-07-09	R 2011-21-06	BAE SYSTEMS (Operations) Limited	4101
2016-07-12		Airbus	A318-111 and -112, A319-111, -112, -113, -114, and -115; A320-211, -212, and -214; A321-111, -112, -211, -212, and -213
2016-07-14		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-07-15		Dassault Aviation	FALCON 7X
2016-07-16	R 2013-26-08	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2016-07-17	R 97-20-07	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2016-07-18		Airbus Defense and Space S.A.	CN-235-200 and CN-235-300
2016-07-20	R 95-18-08	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2016-07-22		Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-07-25		The Boeing Company	787-8
2016-07-28		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); and MD-88
2016-07-30		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
2016-07-31	R 2013-22-11	The Boeing Company	747-400 and -400D series

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2016-08-03		The Boeing Company	777-200, -200LR, -300, and -300ER series
2016-08-04		Airbus	A330-223F and -243F
2016-08-05		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2016-08-06		Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2016-08-07		Rolls-Royce plc	RB211-22B-02, RB211-22B (MOD 72-8700), RB211-524B-02, RB211-524B-B-02, RB211-524B2-19, RB211-524B2-B-19, RB211-524B3-02, RB211-524B4-02, RB211-524B4-D-02, RB211-524C2-19, RB211-524C2-B-19, RB211-524D4-19, RB211-524D4-B-19, RB211-524D4X-19, RB211-524D4X-B-19, RB211-524D4-39, RB211-524D4-B-39, RB211-524G2-19, RB211-524G3-19, RB211-524G2-T-19, RB211-524G3-T-19, RB211-524H-36, RB211-524H2-19, RB211-524H-T-36, and RB211-524H2-T-19
Biweekly 2016-09			
2016-08-01		Dassault Aviation	FALCON 7X airplanes
2016-08-09		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines
2016-08-10		General Electric Company	CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2B8F, CF6-80C2D1F, CF6-80C2L1F, CF6-80C2K1F, CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4/B turbofan engines
2016-08-11	R 2012-17-13	The Boeing Company	707 airplanes; 720 and 720B series airplanes
2016-08-12		The Boeing Company	787-8 and 787-9 airplanes
2016-08-14	R 2014-03-14	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
Biweekly 2016-10			
2016-07-23		Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2016-08-02		Airbus	A320-214, -232, and -233, A321-211 and -231 airplanes
2016-08-13	R 2004-19-11	Airbus	A320-211, -212, -214, -231, -232, and -233
2016-08-15	R 2014-17-51	Bombardier, Inc	CL-600-2B16
2016-09-01		The Boeing Company	777-200 and -300 series
2016-09-03		Dassault Aviation	FALCON 2000, FALCON 2000EX, MYSTERE-FALCON 900 and FALCON 900EX
2016-09-04		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-09-05		The Boeing Company	717-200 airplanes
2016-09-06		Airbus	A318-111 and -112, A319-111, -112, -113, -114, and -115, A320-211, -212, and -214, A321-111, -112, -211, -212, and -213
2016-09-07		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-09-08		The Boeing Company	747-8 series airplanes
2016-09-10	R 2007-10-10 R1	Airbus	A300 B4-600, B4-600R, and F4-600R series, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes)

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2016-09-11		Airbus	A330-201, -202, -203, -223, -223F, -243 -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2016-09-12		The Boeing Company	787-8 and 787-9 airplanes
2016-09-13		The Boeing Company	737-300, -400, and -500 series
2016-10-02		The Boeing Company	777-200 and -300 series
Biweekly 2016-11			
2016-10-04		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2016-10-05		The Boeing Company	757-200, -200CB, -200PF, and -300
2016-10-06		Bombardier, Inc.	BD-700-1A10, BD-700-1A11
2016-10-07		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2016-10-08		Airbus	A330-201, -202, -203, -223, and -243, A330-223F and -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -213, A340-311, -312, and -313, A340-541, A340-642
2016-10-09		The Boeing Company	787-8 and 787-9
2016-10-10	R 2014-20-01	Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2016-10-11	R 2015-03-06	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
2016-10-12		Fokker Services B.V.	F.28 Mark 0070 and 0100
2016-10-13		Airbus	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-10-14		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900)
2016-10-16		Dassault Aviation	MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000EX
2016-11-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
Biweekly 2016-12			
2016-10-15		Fokker Services B.V.	F.28 Mark 0070 and 0100
2016-11-01		Airbus	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-541; and A340-642
2016-11-03		The Boeing Company	777-200, -200LR, -300, -300ER, and -777F series
2016-11-04	R 2011-23-05	The Boeing Company	737-300, -400, and -500 series
2016-11-05	R 99-16-01	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R; and A300 C4-605R Variant F
2016-11-06	R 2005-18-18	The Boeing Company	757-200, -200PF, -200CB, and -300 series
2016-11-07		The Boeing Company	777-200 and -300 series
2016-11-08	R 2001-12-18	Airbus Defense and Space S.A.	CN-235; CN-235-100 and -200
2016-11-15		Fokker Services B.V.	F28 Mark 0070 and 0100
2016-11-17		The Boeing Company	787-8
2016-11-18		The Boeing Company	787
2016-11-20		B/E Aerospace	Protective Breathing Equipment (PBE)
2016-11-22		Fokker Services B.V.	F.28 Mark 0070 and 0100
2016-12-03	R 2011-17-10	Fokker Services B.V.	F.28 Mark 1000
Biweekly 2016-13			
2016-11-14		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000 airplanes
2016-11-16		The Boeing Company	777-200 and -300 series airplanes
2016-11-19		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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2016-12-04		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; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2016-12-05	R 2014-15-04	Saab AB, Saab Aeronautics	SAAB 2000 airplanes
2016-12-09	R 2016-09-11	Airbus	A330-201, -202, -203, -223, -223F, -243 -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313 airplanes
2016-12-10	R 2016-09-07	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2016-12-11		The Boeing Company	787-8 airplanes
2016-12-12	R 2008-05-18 R1	Fokker Services B.V.	F.27 Mark 050, 200, 300, 400, 500, 600, and 700 airplanes
2016-12-14		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD; ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2016-12-15	R 2016-07-30	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
2016-13-01	R 2016-08-05	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000) airplanes
2016-13-02	R 2016-09-04	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2016-13-05		General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
Biweekly 2016-14			
2016-13-03		The Boeing Company	767-200, -300, -300F, and -400ER series airplanes
2016-13-05	COR	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2016-13-06		Saab AB, Saab Aeronautics	340A (SAAB/SF340A), SAAB 340B airplanes
2016-13-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2016-13-10	R 2012-12-04	The Boeing Company	737-300, -400, and -500 series
2016-13-11	R 2008-05-06	The Boeing Company	737-100, -200, -300, -400, and -500 series
2016-13-12		Rolls-Royce Deutschland GmbH	BR700-710A1-10, BR700-710A2-20, BR700-710C4-11 engines
2016-13-13		Beechcraft Corporation	BAe.125 series 1000A and 1000B, and Hawker 1000 airplanes
2016-13-14		Bombardier, Inc.	DHC-8-400, -401 and -402 airplanes
2016-13-16		The Boeing Company	737-600, -700, -700C, -800, -900, and 900ER series airplanes
2016-14-02	R 2012-18-12	Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, 320-211, -212, -214, -231, -232, and -233 airplanes
2016-14-03		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2016-14-04		The Boeing Company	787-8 series
Biweekly 2016-15			
2016-13-09		Bombardier, Inc	CL-600-2B16 (CL-604 Variant)
2016-13-15		Dassault Aviation	FALCON 7X
2016-14-01		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; A340-642
2016-14-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440); CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2016-14-08	R 2015-10-03	Airbus	(Regional Jet Series 705); CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000) A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313; A340-541 and -642
2016-14-09	R 2014-14-06	Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-211, -212, and -214; A321-111, -112, -211, -212, and -213
2016-15-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
Biweekly 2016-16			
2016-14-01	COR	Airbus	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -213, A340-311, -312, and -313, A340-541, A340-642 airplanes
2016-14-10	S 2013-02-02	CFM International, S.A.	CFM56-3, CFM56-3B, and CFM56-3C turbofan engines
2016-15-03		Bombardier Inc.	BD-700-1A10 and BD-700-1A11
2016-15-04		The Boeing Company	757-200 and -200CB series
2016-15-05		Dassault Aviation	FALCON 900EX and FALCON 2000EX
2016-15-06		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2016-15-07		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2016-16-01		Airbus	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2016-16-04		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2016-16-05		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2016-16-06		Airbus	A300 B4-603, A300 B4-605R, A300 B4-622R, A310-304, A310-324, and A310-325
Biweekly 2016-17			
2016-16-02		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-16-07	R 2007-21-14 R1	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-16-08		Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2016-16-09	R 2011-10-01	Dassault Aviation	FALCON 7X
2016-16-10		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2016-16-11	R 2010-10-13	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A series; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2016-16-13	R 2016-13-10	The Boeing Company	737-300, -400, and -500 series
2016-16-14	R 2013-20-11	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-16-15		Bombardier, Inc.	DHC-8-400, -401, and -402
2016-17-02		Dassault Aviation	FALCON 900EX; FALCON 2000EX
2016-17-03`	R 2003-25-07 R 2005-13-39	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2016-18			
2016-17-01	S 2006-18-14	Rolls-Royce Deutschland Ltd & Co	Tay 650-15 and Tay 651-54
2016-17-06		The Boeing Company	767-200 and -300 series
2016-17-09		Bombardier, Inc.	CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2016-17-10		The Boeing Company	777-200, 777-200LR, 777-300, 777-300ER, and 777F series
2016-17-11		The Boeing Company	787-8
2016-17-12		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-17-13		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702)
2016-17-15		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-17-16		Bombardier, Inc	BD-700-1A10 and BD-700-1A11
2016-17-17		Airbus Defense and Space S.A.	CN-235, CN 235-200, and CN 235-300
2016-18-01		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2016-18-02		The Boeing Company	777-200 and -300ER series
2016-18-03		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-18-04	R 2013-24-12	The Boeing Company	747-8 and 747-8F
2016-18-10		International Aero Engines AG (IAE)	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2016-16-01	COR	Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
Biweekly 2016-19			
2016-17-14		Saab AB, Saab Aeronautics	SAAB 2000 airplanes
2016-18-06		The Boeing Company	767-200, -300, and -400ER series
2016-18-08	R 90-11-05	Airbus	A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R
2016-18-09		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
2016-18-11		Gulfstream Aerospace Corporation	G-1159, G-1159A, G-1159B, G-IV, GV, GIV-X, GV-SP
2016-18-12		Airbus	A300 B4-203 and A300 B4-2C
2016-18-13		Fokker Services B.V.	F28 Mark 0070 and 0100
2016-18-14		ATR–GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2016-18-15		The Boeing Company	737-600, -700, -700C, -800, and -900 series
2016-19-06		Airbus	A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -213, A340-311, -312, and -313
2016-19-07	R 2008-19-08	Dassault Aviation	Falcon 10
Biweekly 2016-20			
2016-18-07	R 2009-15-17	Airbus	A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2016-18-16		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2016-19-01		Fokker Services B.V.	F28 Mark 0070 and F28 Mark 0100
2016-19-02	R 2005-15-07	Airbus	A320-211, -212, and -231
2016-19-03		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2016-19-04		The Boeing Company	787-8
2016-19-05		International Aero Engines AG	V2500-A1

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2016-19-09		General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B
2016-19-10	R 2000-10-18	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-19-11		Bombardier, Inc.	DHC-8-400, -401, and -402
2016-20-05		Saab AB, Saab Aeronautics	SAAB 2000
2016-20-06		Gulfstream Aerospace Corporation	G-1159, G-1159A, G-1159B, and G-IV
Biweekly 2016-21			
2016-19-12		The Boeing Company	747-400, 747-400D, and 747-400F series
2016-19-17	R 2010-23-19	Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2016-20-14		The Boeing Company	737-600, -700, -700C, -800, -900 and -900ER series
2016-20-15		General Electric Company	GENx-1B64/P2, -1B67/P2, -1B70/P2, -1B70C/P2, -1B70/75/P2, and -1B74/75/P2 turbofan engines
Biweekly 2016-22			
2016-19-13		Dassault Aviation	MYSTERE-FALCON 50, MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000EX
2016-19-14		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-20-02		The Boeing Company	737-300, -400, and -500 series
2016-20-03		The Boeing Company	767-200, -300, and -400ER series
2016-20-08	R 95-21-09	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, and B4-622R; A300 F4-605R; A300 F4-622R; A300 C4-605R Variant F
2016-20-10		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541 and A340-642
2016-20-12	R 2012-20-07	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-20-13		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
2016-22-03		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2016-23			
2016-22-05		Pratt & Whitney Division	PW4164, PW4168, PW4168A, PW4164-1D, PW4168-1D, PW4168A-1D, and PW4170
2016-22-09	R 2006-20-11	The Boeing Company	757-200, -200CB, and -200PF series
2016-22-10		Turbomeca S.A.	Arriel 1, 1A, 1A1, 1A2, 1B, 1B2, 1C, 1C1, 1C2, 1D, 1D1, 1E, 1E2, 1K1, 1S, and 1S1 turboshaft engines
2016-22-11	R 2013-02-06	Engine Alliance	GP7270 and GP7277 turbofan engines
2016-22-14		The Boeing Company	737-600, 737-700, 737-700C, 737-800, 737-900, and 737-900ER series
2016-22-15	R 2012-24-06	Saab AB, Saab Aeronautics	340A (SAAB/SF340A) and SAAB 340B
2016-22-18		The Boeing Company	MD-90-30 airplanes
2016-23-01	R 2010-04-03	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
Biweekly 2016-24			
2016-21-05		The Boeing Company	777-200, -200LR, -300, and -300ER series
2016-21-06	R 2015-02-23	Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants)

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2016-21-08	R 2013-25-08	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2016-22-04		Gulfstream Aerospace Corporation	GV, GV-SP
2016-22-13		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2016-22-16		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, and 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2016-22-17		The Boeing Company	787-8
2016-23-02	R 2006-19-12	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2016-23-07	R 2013-02-08	Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-23-08		The Boeing Company	737-400 series
2016-24-01		Bombardier, Inc	DHC-8-102, -103, and -106, DHC-8-201 and -202, DHC-8-301, -311, and -315
2016-24-02		The Boeing Company	747-8 and 747-8F series
Biweekly 2016-25			
2016-19-16		The Boeing Company	707-300, 707-300B, and 707-300C series; 727C, 727-100C, and 727-200F series
2016-20-07		Fokker Services B.V.	F28 Mark 0070 and Mark 0100; F28 Mark 1000, 2000, 3000, and 4000
2016-20-09		Bombardier, Inc.	CL-600-2A12 (CL-601 Variant); CL-600-2B16 (CL-601-3A and CL-601-3R Variants); CL-600-2B16 (CL-604 Variant)
2016-20-11	R 2014-12-06	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-24-03		Bombardier, Inc.	DHC-8-400, -401, and -402
2016-24-05		Fokker Services B.V.	F28 Mark 0070 and 0100
2016-24-06		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2016-24-07		Dassault Aviation	FALCON 7X
2016-24-08		Rolls-Royce plc	RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan
2016-24-09		The Boeing Company	787-8 and 787-9
2016-25-12		M7 Aerospace LLC	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT



2016-19-16 The Boeing Company: Amendment 39-18665; Docket No. FAA-2013-0215; Directorate Identifier 2012-NM-132-AD.

(a) Effective Date

This AD is effective January 9, 2017.

(b) Affected ADs

None.

(c) Applicability

The Boeing Company airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model 707-300, 707-300B, and 707-300C series airplanes, as identified in Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015.

(2) Model 727C, 727-100C, and 727-200F series airplanes, as identified in Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that a cam latch on the main cargo door (MCD) broke during flight. We are issuing this AD to detect and correct discrepancies of the cam latches, latch pins, and latch pin cross bolts. Such discrepancies could reduce the structural integrity of the MCD, and result in potential loss of the cargo door and rapid decompression of the airplane.

(f) Compliance

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

(g) MCD Pre-Rig Inspections, Bolt Torque, Latch Pin Measurement, Cross Bolt Replacement, and Related Investigative and Corrective Actions

(1) Except as provided by paragraph (k)(1) of this AD, at the applicable times specified in table 1 of paragraph 1.E., "Compliance," of Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes): Do the actions specified in paragraphs (g)(1)(i) through (g)(1)(iv) of this AD in accordance with the Accomplishment Instructions of Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series

airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes).

(i) A general visual inspection of the MCD for broken or missing cam latches, latch pins, and latch pin cross bolts.

(ii) Torque the cross bolts in the latch pins.

(iii) Measure the extension of the latch pins.

(iv) Perform a general visual inspection of all cam latches for lip deformation.

(2) Except as required by paragraph (k)(2) of this AD, after accomplishing the actions specified in paragraphs (g)(1)(i) through (g)(1)(iv) of this AD: Do all applicable related investigative and corrective actions, replace all alloy steel cross bolts through the latch pins with corrosion resistant steel (CRES) cross bolts, repeat the applicable inspections, and do the check of the MCD rig and the latch mechanism adjustment test, at the applicable times and intervals specified in table 1 of paragraph 1.E., "Compliance," and in accordance with the Accomplishment Instructions of Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes). Accomplishment of the check of the MCD rig terminates the repetitive inspections required by this paragraph.

(h) MCD Post-Rigging Inspections and Corrective Actions

(1) Except as required by paragraph (k)(2) of this AD: At the applicable times specified in table 2 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes): Do general visual inspections for any broken or missing cam latches, latch pins, and latch pin cross bolts; a detailed inspection of the cam latches and latch pins for any cracks, or any gouges in critical areas; and an HFEC or magnetic particle inspection of cam latch 1 and cam latch 2 for cracks in critical areas; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes). Do all applicable corrective actions before further flight.

(2) Repeat the inspections required by paragraph (h)(1) of this AD at the applicable times specified in table 2 of paragraph 1.E., "Compliance," of Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes).

(i) Concurrent Actions

(1) For airplanes identified in Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015: Before or concurrently with accomplishment of the general visual inspections specified in paragraphs (g)(1)(i) and (g)(1)(iv) of this AD, do a general visual inspection of the hinge fittings and the cam latches on the MCD, and perform related investigative and corrective actions as applicable, in accordance with the Accomplishment Instructions of Boeing 707/720 Service Bulletin 3477, Revision 2, dated April 15, 1993.

(2) For airplanes identified in Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015: Before or concurrently with accomplishment of the general visual inspections specified in paragraphs (g)(1)(i) and (g)(1)(iv) of this AD, do a general visual inspection of the hinge fittings and the cam latches on the MCD, and perform related investigative and corrective actions as

applicable, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 727-52-0142, Revision 2, dated April 15, 1993.

(j) Parts Installation Prohibition

As of the effective date of this AD, no person may install an alloy steel bolt as a cross bolt through any latch pin fitting assembly in the lower sill of the MCD on any airplane.

(k) Exceptions to Service Information Specifications

The following exceptions apply to this AD.

(1) Where Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes); specifies a compliance time relative to the issue date of that service bulletin, this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes); specifies to contact Boeing for appropriate action: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015 (for Model 727C, 727-100C, and 727-200F series airplanes); repair using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(l) Credit for Previous Actions

This paragraph provides credit for the corresponding actions required by paragraphs (g) and (h) of this AD, if those actions were done before the effective date of this AD using Boeing 707 Alert Service Bulletin A3536, dated February 6, 2012 (for Model 707-300, 707-300B, and 707-300C series airplanes); or Boeing Alert Service Bulletin 727-52A0150, dated January 30, 2012 (for Model 727C, 727-100C, and 727-200F series airplanes).

(m) Alternative Methods of Compliance (AMOCs)

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

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

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

(n) Related Information

(1) For more information about this AD, contact Patrick Farina, Aerospace Engineer, Cabin Safety Branch, ANM-150L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5344; fax: 562-627-5210; email: patrick.farina@faa.gov.

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

(o) Material Incorporated by Reference

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

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

(i) Boeing 707 Alert Service Bulletin A3536, Revision 1, dated September 16, 2015.

(ii) Boeing Alert Service Bulletin 727-52A0150, Revision 1, dated November 5, 2015.

(iii) Boeing 707/720 Service Bulletin 3477, Revision 2, dated April 15, 1993.

(iv) Boeing Service Bulletin 727-52-0142, Revision 2, dated April 15, 1993.

(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 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 September 14, 2016.

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



2016-20-07 Fokker Services B.V.: Amendment 39-18673; Docket No. FAA-2016-6895; Directorate Identifier 2015-NM-068-AD.

(a) Effective Date

This AD is effective January 3, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. airplanes, certificated in any category, as identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Model F28 Mark 0070 and Mark 0100 airplanes, all serial numbers (S/Ns).

(2) Model F28 Mark 1000, 2000, 3000, and 4000 airplanes, S/Ns 11003 through 11110 inclusive and S/N 11992, modified in service as specified in Fokker Service Bulletin SBF28-32-123; and S/Ns 11111 through 11241 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports indicating that the main landing gear (MLG) could not be extended and locked down during approach. We are issuing this AD to detect and correct any degraded or failed filter screens. This condition, if not corrected, could prevent MLG extension and lock-down and result in an emergency landing with consequent injury to occupants and damage to the airplane.

(f) Compliance

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

(g) Inspection

Within 18 months after the effective date of this AD, do a detailed inspection of the restrictor check valve filter screens to detect any degraded or failed filter screens including dents and missing wire, and install serviceable parts (hydraulic hose assemblies), in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF28-32-164, dated January 14, 2015 (for Model F28 Mark 1000, 2000, 3000, and 4000 airplanes); or SBF100-32-166, dated January 14, 2015 (for Model F28 Mark 0070 and 0100 airplanes); as applicable. Any affected hydraulic hose assembly must be replaced before further flight after the inspection.

(h) Serviceable Part

For the purpose of this AD, a serviceable part is a part number (P/N) 97867-1 or P/N 97867-3 hydraulic hose assembly (including the restrictor check valve) that has not previously been installed on an airplane, or a P/N 97867-1 or P/N 97867-3 hydraulic hose assembly (including the restrictor check valve) that has passed an inspection as specified in Fokker Services Component Service Bulletin CSB-32-026.

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install a replacement P/N 97867-1 or P/N 97867-3 hydraulic hose assembly on an airplane, unless the hydraulic hose assembly is a serviceable part as defined in paragraph (h) of this AD.

(j) Reporting Requirements

At the applicable time specified in paragraph (j)(1) or (j)(2) of this AD, submit a report of the results (including no findings) of the inspection required by paragraph (g) of this AD. Send the report to Fokker Services B.V., Technical Services, Service Engineering, P.O. Box 1357, 2130 EL Hoofddorp, The Netherlands, email technicalservices@fokker.com. The report must include the type of damage found and airplane flight cycles and also any no findings.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(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: 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.

(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.

(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.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2015-0077, dated May 6, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-6895.

(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) Fokker Service Bulletin SBF28-32-164, dated January 14, 2015.

(ii) Fokker Service Bulletin SBF100-32-166, dated January 14, 2015.

(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 September 15, 2016.

Suzanne Masterson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-20-09 Bombardier, Inc.: Amendment 39-18675; Docket No. FAA-2016-7418; Directorate Identifier 2015-NM-163-AD.

(a) Effective Date

This AD is effective January 9, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Model CL-600-2A12 (CL-601 Variant) airplanes, having serial numbers (S/Ns) 3001 through 3066 inclusive.

(2) Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes, having S/Ns 5001 through 5194 inclusive.

(3) Model CL-600-2B16 (CL-604 Variant) airplanes, having S/Ns 5301 through 5665 inclusive, and 5701 through 5970 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report that a potential chafing condition exists between the negative-G fuel feed drain line of the auxiliary power unit (APU) and its surrounding structure and components. We are issuing this AD to prevent a chafing condition in the negative-G fuel feed drain line, which can result in fuel leaking from the drain line. This condition, in combination with a nearby hot surface or other potential ignition source, could result in an uncontrolled fire in the aft equipment bay.

(f) Compliance

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

(g) Inspection and Corrective Action for Certain Airplanes

Within 24 months after the effective date of this AD, comply with the applicable actions specified in paragraphs (g)(1) through (g)(3) of this AD, except as required by paragraph (i) of this AD. Do all applicable corrective actions before further flight.

(1) For Model CL-600-2A12 (CL-601 Variant) airplanes, having S/Ns 3001 through 3066 inclusive; and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes, having S/Ns 5001 through 5194 inclusive: Do a detailed inspection for chafing conditions of the negative-G fuel feed drain line of the APU, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601-0640, dated May 19, 2015.

(2) For Model CL-600-2B16 (CL-604 Variant) airplanes, having S/Ns 5301 through 5665 inclusive: Do a detailed inspection for chafing conditions of the negative-G fuel feed drain line of the APU, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 604-28-021, dated May 19, 2015.

(3) For Model CL-600-2B16 (CL-604 Variant) airplanes, having S/Ns 5701 through 5913 inclusive, 5917, 5918, and 5923 through 5970 inclusive: Do a detailed inspection for chafing conditions of the negative-G fuel feed drain line of the APU, and do all applicable corrective actions, in accordance with the Accomplishment Instructions in Part A and, if applicable, Part B of Bombardier Service Bulletin 605-28-009, dated May 19, 2015.

(h) Modification for Certain Other Airplanes

For Model CL-600-2B16 (604 Variant) airplanes having S/Ns 5914 through 5916 inclusive and 5919 through 5922 inclusive: Within 24 months after the effective date of this AD, replace the APU negative-G fuel feed tube assembly and the drain line, in accordance with Part C of the Accomplishment Instructions of Bombardier Service Bulletin 605-28-009, dated May 19, 2015.

Note 1 to paragraph (h) of this AD: An inspection is not required.

(i) Service Information Exception

Where any service information identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD specifies to contact the manufacturer for corrective action, before further flight, repair using a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO).

(j) 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.

(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.

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2015-26, dated August 31, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-7418.

(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 601-0640, dated May 19, 2015.

(ii) Bombardier Service Bulletin 604-28-021, dated May 19, 2015.

(iii) Bombardier Service Bulletin 605-28-009, dated May 19, 2015.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America toll-free telephone: 1-866-538-1247 or direct-dial telephone: 1-514-855-2999; fax: 514-855-7401; email: ac.yul@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 September 19, 2016.

Dionne Palermo,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-20-11 Airbus: Amendment 39-18677; Docket No. FAA-2016-5596; Directorate Identifier 2015-NM-121-AD.

(a) Effective Date

This AD is effective January 3, 2017.

(b) Affected ADs

This AD replaces AD 2014-12-06, Amendment 39-17867 (79 FR 34403, June 17, 2014) ("AD 2014-12-06").

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), (c)(4), and (c)(5) of this AD, certificated in any category, all manufacturer serial numbers on which Airbus Modification 05438 has been embodied in production, except those on which Airbus Modification 12046 has been embodied in production.

- (1) Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (2) Airbus Model A300 B4-605R and B4-622R airplanes.
- (3) Airbus Model A300 F4-605R and F4-622R airplanes.
- (4) Airbus Model A300 C4-605R Variant F airplanes.
- (5) Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of fatigue cracks on the cargo door sill beam, lock fitting, and torsion box plate. We are issuing this AD to detect and correct fatigue cracking of the cargo door sill beam, lock fitting, and torsion box plate, which could result in the loss of the door locking function and subsequently, complete loss of the cargo door in flight with the risk of rapid decompression.

(f) Compliance

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

(g) Retained Inspection, With Revised Service Information

This paragraph restates the requirements of paragraph (g)(1) of AD 2014-12-06, with revised service information. Within the compliance time identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable: Do an ultrasonic inspection or detailed inspection of the aft cargo door sill beam external area for cracking, in accordance with Airbus Alert Operators Transmission (AOT)

A53W005-14, dated April 22, 2014; or Airbus AOT A53W005-14, Revision 01, dated April 29, 2014. Repeat the inspection thereafter at intervals not to exceed 275 flight cycles. As of the effective date of this AD, only Airbus AOT A53W005-14, Revision 01, dated April 29, 2014, may be used to comply with the requirements of this paragraph.

(1) For airplanes that have accumulated 30,000 flight cycles or more since the airplane's first flight as of July 2, 2014 (the effective date of AD 2014-12-06): Within 50 flight cycles after July 2, 2014.

(2) For airplanes that have accumulated 18,000 flight cycles or more, but fewer than 30,000 flight cycles since the airplane's first flight as of July 2, 2014 (the effective date of AD 2014-12-06): Within 275 flight cycles after July 2, 2014.

(3) For airplanes that have accumulated fewer than 18,000 flight cycles since the airplane's first flight as of July 2, 2014 (the effective date of AD 2014-12-06): Before exceeding 18,275 flight cycles since the airplane's first flight.

(h) Retained Optional Terminating Action, With Revised Service Information and Specific Delegation Approval Language

This paragraph restates the provisions of paragraph (h) of AD 2014-12-06, with revised service information and specific delegation approval language. Accomplishment of a high frequency eddy current (HFEC) inspection for cracking, in accordance with Airbus AOT A53W005-14, dated April 22, 2014; or Airbus AOT A53W005-14, Revision 01, dated April 29, 2014; terminates the repetitive inspections required by paragraph (g) of this AD for that airplane. If any cracking is found during the HFEC inspection, 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) Retained Reporting Requirement, With Revised Contact Information

This paragraph restates the provisions of paragraph (i) of AD 2014-12-06, with revised contact information. Submit a report of the findings (both positive and negative) of the inspection required by paragraph (g) of this AD to "Airbus Service Bulletin Reporting Online Application" on Airbus World (<https://w3.airbus.com/>), at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD. The report must include the inspection results, including no findings.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(j) Definition of Airplane Groups

Paragraphs (k)(1), (k)(2), and (k)(3) of this AD refer to airplane groups, as identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD.

(1) Airplanes on which an HFEC inspection was accomplished as specified in Airbus AOT A53W005-14.

(2) Airplanes on which no HFEC inspection was accomplished as specified in Airbus AOT A53W005-14, and that have accumulated more than 18,000 total flight cycles as of the effective date of this AD.

(3) Airplanes on which no HFEC inspection was accomplished as specified in Airbus AOT A53W005-14, that have accumulated 18,000 total flight cycles or fewer as of the effective date of this AD.

(k) New Repetitive HFEC Inspections and Repair

At the applicable time specified in paragraph (k)(1), (k)(2), or (k)(3) of this AD: Do an HFEC inspection for fatigue cracking of the cargo door sill beam, lock fitting, and torsion box plate, in accordance with Airbus Service Bulletin A300-53-6179, dated December 12, 2014; or Airbus Service Bulletin A310-53-2139, dated December 12, 2014; as applicable. Repeat the HFEC inspection thereafter at intervals not to exceed 4,600 flight cycles.

(1) For airplanes identified in paragraph (j)(1) of this AD: Inspect within 4,600 flight cycles after the most recent HFEC inspection specified in Airbus AOT A53W005-14.

(2) For airplanes identified in paragraph (j)(2) of this AD: Inspect within 2,000 flight cycles after the effective date of this AD.

(3) For airplanes identified in paragraph (j)(3) of this AD: Inspect before exceeding 13,000 total flight cycles since the airplane's first flight, or within 2,000 flight cycles after the effective date of this AD, whichever occurs later.

(l) Corrective Action

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

(m) Terminating Action for Repetitive Inspections

This paragraph identifies the requirements to terminate repetitive inspections mandated by this AD.

(1) For any airplane identified in paragraphs (j)(2) and (j)(3) of this AD, accomplishment of the initial inspection required by paragraph (k) of this AD terminates the repetitive inspections required by paragraph (g) of this AD.

(2) For any airplane identified in paragraphs (c)(1) through (c)(5) of this AD, accomplishment of Airbus Service Bulletin A310-53-2141, Revision 01, dated July 2, 2015; or Airbus Service Bulletin A300-53-6181, Revision 01, dated July 2, 2015; as applicable; terminates the repetitive inspections required by paragraph (k) of this AD.

(n) Credit for Previous Actions

This paragraph provides credit for actions provided in paragraph (m)(2) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-53-6181, dated June 26, 2015; or Airbus Service Bulletin A310-53-2141, dated June 26, 2015; as applicable.

(o) 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. 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.

(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.

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

(p) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0150, dated July 23, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-5596.

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

(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.

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

(i) Airbus Alert Operators Transmission (AOT) A53W005-14, Revision 01, dated April 29, 2014.

(ii) Airbus Service Bulletin A310-53-2141, Revision 01, dated July 2, 2015.

(iii) Airbus Service Bulletin A300-53-6179, dated December 12, 2014.

(iv) Airbus Service Bulletin A300-53-6181, Revision 01, dated July 2, 2015.

(v) Airbus Service Bulletin A310-53-2139, dated December 12, 2014.

(4) The following service information was approved for IBR on July 2, 2014 (79 FR 34403, June 17, 2014).

(i) Airbus AOT A53W005-14, dated April 22, 2014.

(ii) Reserved.

(5) 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>. 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 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 September 28, 2016.

Dionne Palermo,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-24-03 Bombardier, Inc.: Amendment 39-18720; Docket No. FAA-2016-4224; Directorate Identifier 2015-NM-170-AD.

(a) Effective Date

This AD is effective January 12, 2017.

(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 55, Stabilizers.

(e) Reason

This AD was prompted by reports of cracked and corroded barrel nuts found at the mid-spar location of the horizontal-stabilizer-to-vertical-stabilizer attachment joint. We are issuing this AD to detect and correct cracked and corroded barrel nuts, which could compromise the structural integrity of the vertical-stabilizer attachment joints and lead to loss of control of the airplane.

(f) Compliance

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

(g) Detailed Inspection of Barrel Nuts for Cracks and Corrosion

(1) For airplanes that have accumulated 5,400 flight hours or more, or have been in service 32 months or more since the date of issuance of the original certificate of airworthiness or the date of issuance of the original export certificate of airworthiness, as of the effective date of this AD: Within 600 flight hours or 4 months, whichever occurs first after the effective date of this AD, do a detailed visual inspection for signs of cracks and corrosion of the barrel nut and cradle, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016.

(2) For airplanes that have less than 5,400 flight hours, and have been in-service for less than 32 months since the date of issuance of the original certificate of airworthiness or the date of issuance of the original export certificate of airworthiness, as of the effective date of this AD: Before the accumulation of 6,000 total flight hours or 36 months since the date of issuance of the original certificate of airworthiness or the date of issuance of the original export certificate of airworthiness,

whichever occurs first, do a detailed visual inspection of the barrel nut for signs of cracks and corrosion of the barrel nut and cradle, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016.

(h) Corrective Actions, Detailed Inspection, and Repetitive Inspections

Depending on the findings of any inspection required by paragraphs (g) and (j) of this AD, do the applicable actions in paragraphs (h)(1), (h)(2), and (h)(3) of this AD.

(1) If any barrel nut or cradle is found cracked or broken, before further flight, replace the barrel nut and associated hardware, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016.

(i) Concurrently with the replacement of any barrel nut, do a detailed inspection for corrosion and damage of the bore of the fitting, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016, and, before further flight, repair all corrosion and damage, in accordance with Bombardier Repair Drawing (RD) 8/4-55-1143, Issue 1, dated May 21, 2015. If the bore of the fitting cannot be repaired in accordance with Bombardier RD 8/4-55-1143, Issue 1, dated May 21, 2015, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(ii) Within 600 flight hours or 4 months, whichever occurs first, after the replacement of a cracked barrel nut, replace the remaining barrel nuts and their associated hardware at the horizontal-stabilizer-to-vertical-stabilizer attachment joints, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016.

(2) If any corrosion is found on any barrel nut on the front or rear-spar joints, before further flight, replace the barrel nut accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(3) If any corrosion above level 1, as defined in Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016, is found on a barrel nut at the mid-spar joint, before further flight, replace the barrel nut and accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(4) If all corrosion found is at level 1 or below, as defined in Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016, on a barrel nut at the mid-spar joint, repeat the inspection specified in paragraph (g) of this AD at intervals not to exceed 600 flight hours or 4 months, whichever occurs first, until completion of the actions required by paragraph (k) of this AD.

(i) Preload Indicating (PLI) Washer Check

For airplanes with PLI washers installed at the front and rear-spar joints, before further flight after accomplishing any inspection required by (g) of this AD and all applicable corrective actions required by paragraph (h) of this AD, check the bolt preload, and do all applicable corrective actions, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016. Do all applicable corrective actions before further flight.

(j) Repetitive Inspection Interval

Repeat the inspection and preload check required by paragraphs (g) and (i) of this AD at intervals not to exceed 3,600 flight hours or 18 months, whichever occurs first, except as provided by paragraph (k) of this AD.

(k) Optional Barrel Nut Replacement

Inspection and replacement of all barrel nuts at the horizontal-stabilizer-to vertical-stabilizer attachment joints, in accordance with paragraph 3.B., "Procedures," of the Accomplishment Instructions of Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016, extends the next inspection required by paragraph (j) of this AD to within 6,000 flight hours or 36 months, whichever occurs first, after accomplishing the replacement.

(l) Reporting Requirements

At the applicable time specified in paragraph (l)(1) or (l)(2) of this AD, submit a report of the findings (both positive and negative) of each inspection required by this AD to Technical Help Desk-Q-series, telephone: 416-375-4000, fax: 416-375-4539, email: thd.qseries@aero.bombardier.com, using the inspection form in Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(m) Credit for Previous Actions

This paragraph provides credit for the corresponding actions specified in paragraphs (g)(1), (g)(2), (h)(1), (h)(1)(i), (h)(1)(ii), (h)(3), (h)(4), (i), (k), and (l) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraphs (m)(1), (m)(2), and (m)(3) of this AD.

(1) Bombardier Alert Service Bulletin A84-55-04, dated May 21, 2015.

(2) Bombardier Alert Service Bulletin A84-55-04, Revision A, dated June 2, 2015.

(3) Bombardier Alert Service Bulletin A84-55-04, Revision B, dated July 30, 2015.

(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 Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA DAO. If approved by the DAO, the approval must include the DAO-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.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2015-13, dated June 25, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-4224.

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

(p) Material Incorporated by Reference

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

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

(i) Bombardier Alert Service Bulletin A84-55-04, Revision C, dated May 3, 2016.

(ii) Bombardier Repair Drawing (RD) 8/4-55-1143, Issue 1, dated May 21, 2015.

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

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

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

Issued in Renton, Washington, on November 15, 2016.

Paul Bernado,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-24-05 Fokker Services B.V.: Amendment 39-18722; Docket No. FAA-2016-7271; Directorate Identifier 2015-NM-099-AD.

(a) Effective Date

This AD is effective January 9, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by heavy corrosion found on the wing rear spar lower girder. We are issuing this AD to detect and correct corrosion of the wing rear spar lower girder. This condition could reduce the load-carrying capability of the wing, possibly resulting in structural failure and loss of the airplane.

(f) Compliance

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

(g) Inspection of the Wing Rear Spar Lower Girder From Wing Stations (WSTA) 9270 to 11794

Within 1,000 flight cycles or 12 months, whichever occurs first after the effective date of this AD, accomplish a one-time detailed visual inspection for corrosion of the wing rear spar lower girder area from WSTA 9270 to 11794, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-049, dated March 24, 2015.

(h) Modification of Wing Trailing Edge

Within 1,000 flight cycles or 12 months, whichever occurs first after the effective date of this AD, modify the wing trailing edge lower skin panels into access panels, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-049, dated March 24, 2015.

(i) Inspection of the Wing Rear Spar Lower Girder From WSTA 2635 to 8700 and WSTA 11794 to 12975

Within 2,000 flight cycles or 24 months, whichever occurs first after the effective date of this AD, accomplish a one-time detailed visual inspection for corrosion of the wing rear spar lower girder area from WSTA 2635 to 8700 and WSTA 11794 to 12975, in accordance with Part 2 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-049, dated March 24, 2015.

(j) Corrective Actions for the Inspections of Wing Rear Spar Lower Girder

(1) If during any inspection required by paragraph (g) or (i) of this AD, as applicable, corrosion is found, before further flight, remove the corrosion and determine the remaining thickness at the damaged spots, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-049, dated March 24, 2015. If the remaining thickness at the damaged spots, as determined by this paragraph, is not within the tolerances specified in Fokker Service Bulletin SBF100-57-049, dated March 24, 2015, except as required by paragraph (k)(1) of this AD: Before further flight, accomplish the applicable corrective actions as defined in paragraph (j)(1)(i) or (j)(1)(ii) of this AD, as applicable.

(i) For corrosion damage found outboard of WSTA 8200 only: Repair, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-050, Revision 1, dated May 19, 2015.

(ii) Repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Fokker Services B.V.'s EASA Design Organization Approval (DOA).

(2) If during any inspection required by paragraph (g) or (i) of this AD, only damage to the surface protection is found, or if the remaining thickness at the damaged spots, as determined by paragraph (j)(1) of this AD, is within the tolerances specified in Fokker Service Bulletin SBF100-57-049, dated March 24, 2015, except as required by paragraph (k)(1) of this AD: Before further flight, restore the surface protection, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-049, dated March 24, 2015, except as required by paragraph (k)(2) of this AD.

(k) Exceptions to Service Information Specifications

(1) Where Fokker Service Bulletin SBF100-57-049, dated March 24, 2015, specifies the acceptability of smaller thickness or customized repairs: Before further flight, obtain acceptable tolerances, using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Fokker Services B.V.'s EASA DOA.

(2) Where Fokker Service Bulletin SBF100-57-049, dated March 24, 2015, specifies contacting Fokker for a customized repair: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Fokker Services B.V.'s EASA DOA.

(l) Reporting Requirements

Submit a report of the findings, both positive and negative, of the inspections required by paragraphs (g) and (i) of this AD to Fokker Services, in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF100-57-049, dated March 24, 2015, at the time specified in paragraph (l)(1) or (l)(2) of this AD.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of 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: 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.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Fokker Service B.V.'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.

(n) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0113, dated June 22, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-7271.

(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) Fokker Service Bulletin SBF100-57-049, dated March 24, 2015.

(ii) Fokker Service Bulletin SBF100-57-050, Revision 1, dated May 19, 2015.

(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 November 17, 2016.
Phil Forde,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-24-06 Bombardier, Inc.: Amendment 39-18723; Docket No. FAA-2016-7267; Directorate Identifier 2016-NM-015-AD.

(a) Effective Date

This AD is effective January 12, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes, certificated in any category, serial numbers 003 through 672 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by several occurrences of loss of airspeed data on both pilot and co-pilot air speed indicators due to the accumulation of ice on the pitot probes. An investigation revealed that the accumulation of ice was due to inoperative pitot probe heaters. We are issuing this AD to prevent circuit breakers from tripping and cutting power supply to the pitot probe heater, which could cause loss of airspeed data and result in the flight crew not being able to control the airspeed of the airplane.

(f) Compliance

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

(g) Replacement

Except as provided by paragraph (h) of this AD, within 5,000 flight hours or 60 months after the effective date of this AD, whichever occurs first: Replace the existing circuit breakers in both the left and right side of the pitot heater system with circuit breakers that have higher trip points, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-30-39, dated November 11, 2015 (for the right side), and Bombardier Service Bulletin 8-30-40, dated November 11, 2015 (for the left side).

(h) Airplanes That Meet the Requirements of Paragraph (g) of This AD

For airplanes on which Bombardier ModSum IS8Q3000004 has been incorporated, no action is required by paragraph (g) of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York 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 New York 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.

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2016-04, dated February 1, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-7267.

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 8-30-39, dated November 11, 2015.

(ii) Bombardier Service Bulletin 8-30-40, dated November 11, 2015.

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

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

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

Issued in Renton, Washington, on November 16, 2016.

Phil Forde,

Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-24-07 Dassault Aviation: Amendment 39-18724; Docket No. FAA-2016-5466; Directorate Identifier 2015-NM-183-AD.

(a) Effective Date

This AD is effective January 9, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, serial numbers (S/Ns) 17 through 21 inclusive, S/Ns 86 through 90 inclusive, S/Ns 115 through 119 inclusive, S/Ns 129 through 138 inclusive, and S/N 155.

(d) Subject

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

(e) Reason

This AD was prompted by investigation results that determined that a certain thickness of the fuel tank panels is insufficient to meet the certification requirements. We are issuing this AD to detect and correct improper thickness of the fuel tank panels. Improper thickness increases the risk of damaging and puncturing a fuel tank wall panel as a result of a high energy lightning strike, which could lead to loss of electrical power and/or other essential functions, possibly resulting in reduced control of the airplane or ignition of a fuel tank.

(f) Compliance

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

(g) Inspection and Repair

Within 99 months or 4,100 flight cycles, whichever occurs first since the date of first delivery of the airplane, inspect for improper thickness of the fuel tank panels, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-245, dated June 8, 2015. If improper thickness is found during this inspection, before further flight, repair the fuel tank panels, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-245, dated June 8, 2015.

(h) 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.

(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.

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0216, dated October 28, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-5466.

(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) Dassault Service Bulletin 7X-245, dated June 8, 2015.

(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 November 17, 2016.

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



2016-24-08 Rolls-Royce plc: Amendment 39-18725; Docket No. FAA-2016-6692; Directorate Identifier 2016-NE-13-AD.

(a) Effective Date

This AD becomes effective January 5, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211-Trent 875-17, RB211-Trent 877-17, RB211-Trent 884-17, RB211-Trent 884B-17, RB211-Trent 892-17, RB211-Trent 892B-17, and RB211-Trent 895-17 turbofan engines.

(d) Reason

This AD was prompted by a report of cracking and material release from an engine upper bifurcation fairing. We are issuing this AD to prevent failure of the engine fire protection system, engine fire, and damage to the airplane.

(e) Actions and Compliance

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

(1) Within 7,500 engine flight hours (FHs) time since new, or since last inspection, or within 150 flight cycles (FCs) after the effective date of this AD, whichever occurs later, inspect the engine upper bifurcation fairing for cracks or missing material. Use paragraph (e)(3) of this AD to perform the inspections.

(2) Repeat the inspection required by this AD within every 7,500 engine FHs time since last inspection.

(3) Inspect the engine upper bifurcation fairing as follows. Refer to Figure 1 of RR Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AJ165, dated March 31, 2016, for guidance on upper bifurcation fairing inspection locations.

(i) Visually inspect upper bifurcation fairing seal face 22, seal support 23, and zone A for any cracks or material loss on the right side.

(A) If fairing seal face 22 is found to have released material, repair or replace the fairing before further flight.

(B) If there is a single crack found on fairing seal face 22, shorter than 6 mm, repair or replace the fairing within 100 engine flight cycles, or at the next shop visit, whichever occurs sooner.

(C) If there is a single crack, longer than 6 mm, found on fairing seal face 22, repair or replace the fairing within 15 engine FCs or at the next shop visit, whichever occurs sooner.

(D) If there are two or more cracks found on fairing seal face 22, replace the fairing within 15 engine FCs or at next shop visit, whichever occurs sooner.

(E) If there is any cracking or material loss found on seal support 23, replace the fairing within 15 engine FCs or at next shop visit, whichever occurs sooner.

(ii) If the visual inspection required by paragraph (e)(3)(i) of this AD does not detect any crack, fluorescent penetrant inspect zone A. Refer to AMM TASK 70-20-02, Water Washable Fluorescent Penetrant Inspection (Maintenance Process 213), or OMat 632, high sensitivity fluorescent penetrant inspection, for guidance on fluorescent penetrant inspection.

(A) If a crack shorter than 6 mm is detected, repair or replace the fairing within 100 engine FCs, or at the next shop visit, whichever occurs sooner.

(B) If a crack longer than 6 mm is detected, repair or replace the fairing within 15 engine FCs or at the next shop visit, whichever occurs sooner.

(f) Definition

For the purpose of this AD, a "shop visit" is defined as induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(g) 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.

(h) Related Information

(1) For more information about this AD, contact Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2016-0084, dated April 28, 2016, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2016-6692.

(3) RR Alert NMSB RB.211-72-AJ165, dated March 31, 2016, which is not incorporated by reference in this AD, can be obtained from RR, using the contact information in paragraph (h)(4) of this AD.

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

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

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on November 16, 2016.
Colleen M. D'Alessandro,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2016-24-09 The Boeing Company: Amendment 39-18726; Docket No. FAA-2016-9436; Directorate Identifier 2016-NM-197-AD.

(a) Effective Date

This AD is effective December 2, 2016.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report indicating that all three flight control modules (FCMs) might simultaneously reset if continuously powered on for 22 days. We are issuing this AD to prevent simultaneous resets of all three FCMs, which could result in flight control surfaces not moving in response to flight crew inputs for a short time and consequent temporary loss of controllability.

(f) Compliance

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

(g) Reset of FCMs

Within 7 days after the effective date of this AD, do the action specified in paragraph (g)(1) or (g)(2) of this AD. Repeat the action specified in paragraph (g)(1) or (g)(2) of this AD thereafter at intervals not to exceed 21 days.

(1) Cycle the airplane electrical power, in accordance with "Option 1" of the Accomplishment Instructions of Boeing Alert Service Bulletin B787-81205-SB270040-00, Issue 001, dated November 25, 2016.

(2) Cycle power to the left, center, and right FCMs, in accordance with "Option 2" of the Accomplishment Instructions of Boeing Alert Service Bulletin B787-81205-SB270040-00, Issue 001, dated November 25, 2016.

(h) Credit for Previous Actions

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

- (1) Boeing Multi-Operator Message MOM-MOM-16-0711-01B, dated October 21, 2016.
- (2) Boeing Multi-Operator Message MOM-MOM-16-0711-01B(R1), dated November 17, 2016.
- (3) Boeing Multi-Operator Message MOM-MOM-16-0711-01B(R2), dated November 17, 2016.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

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

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

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

(j) Related Information

(1) For more information about this AD, contact Fnu Winarto, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6659; fax: 425-917-6590; email: fnu.winarto@faa.gov.

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin B787-81205-SB270040-00, Issue 001, dated November 25, 2016.

(ii) Reserved.

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

(4) You may view this service information at the FAA, 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 November 28, 2016.

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



2016-25-12 M7 Aerospace LLC: Amendment 39-18738; Docket No. FAA-2016-9120; Directorate Identifier 2016-CE-024-AD.

(a) Effective Date

This AD is effective January 12, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to M7 Aerospace LLC Models SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5510, Horizontal Stabilizer Structure.

(e) Unsafe Condition

This AD was prompted by corrosion and stress corrosion cracking of the pitch trim actuator upper attach fittings of the horizontal stabilizer front spar. We are issuing this AD to prevent jamming and/or loss of control of the horizontal stabilizer, which could result in partial or complete loss of airplane pitch control.

(f) Compliance

Comply with paragraphs (g)(1) and (2) of this AD using the following service bulletins and within the compliance times specified, unless already done:

(1) For Models SA226-AT, SA226-T, SA226-T(B), and SA226-TC: M7 Aerospace LLC Service Bulletin (SB) 226-27-081 R1, revised June 27, 2016; or

(2) For Models SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), and SA227-TT: M7 Aerospace LLC SB 227-27-061 R1, revised June 27, 2016; or

(3) For Models SA227-CC and SA227-DC (C-26B): M7 Aerospace LLC SB CC7-27-033 R1, revised June 27, 2016.

(g) Actions

(1) Within the next 600 hours time-in-service (TIS) after January 12, 2017 (the effective date of this AD) or within the next 12 months after January 12, 2017 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed every 5,000 hours TIS or

5 years, whichever occurs first, perform the inspection of the pitch trim actuator upper attach fittings following section 2.A. and return to service following section 2.C. of the Accomplishment Instructions of the service bulletins identified in paragraph (f)(1), (2), or (3) of this AD, as applicable.

(2) If any corrosion or cracks are found as a result of any inspection in paragraph (g)(1) of this AD, before further flight, replace the fitting following section 2.B. and return to service following section 2.C. of the Accomplishment Instructions of the service bulletins identified in paragraph (f)(1), (2), or (3) of this AD, as applicable.

(h) Credit for Actions Accomplished in Accordance With Previous Service Information

This AD allows credit for inspection or replacement of the pitch trim actuator upper attach fittings required in paragraph (g)(1) and (2) of the AD, if done before January 12, 2017 (the effective date of this AD), following the procedures in the Accomplishment Instructions of the applicable service information listed in paragraphs (h)(1) through (3) of this AD:

(1) For Models SA226-AT, SA226-T, SA226-T(B), and SA226-TC: M7 Aerospace LLC Service Bulletin (SB) 226-27-081, Issued: April 13, 2016; or

(2) For Models SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), and SA227-TT: M7 Aerospace LLC SB 227-27-061, Issued: April 13, 2016; or

(3) For Models SA227-CC and SA227-DC (C-26B): M7 Aerospace LLC SB CC7-27-033, Issued: April 13, 2016.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth Airplane Certification Office, 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 (i) 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.

(j) Related Information

For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, FAA, ASW-143 (c/o San Antonio MIDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) M7 Aerospace LLC Service Bulletin (SB) 226-27-081 R1, revised June 27, 2016.

(ii) M7 Aerospace LLC SB 227-27-061 R1, revised June 27, 2016.

(iii) M7 Aerospace LLC SB CC7-27-033 R1, revised June 27, 2016.

(3) For M7 Aerospace LLC service information identified in this AD, contact M7 Aerospace LLC, 10823 NE Entrance Road, San Antonio, Texas 78216; phone: (210) 824-9421; fax: (210) 804-7766; Internet: <http://www.elbitsystems-us.com>; email: MetroTech@M7Aerospace.com.

(4) You may view this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(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 Kansas City, Missouri, on November 30, 2016.

Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.