

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2020-17

8/3/2020 - 8/16/2020



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

Biweekly 2020-01

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

Biweekly 2020-02

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

Biweekly 2020-03

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

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Biweekly 2020-04

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

Biweekly 2020-05

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

Biweekly 2020-06

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

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

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

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Biweekly 2020-10

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

Biweekly 2020-11

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

Biweekly 2020-12

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

Biweekly 2020-13

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

Biweekly 2020-14

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

Biweekly 2020-15

2020-12-11		Airbus SAS	A319-111, -112, -113, -114, -115, -151N, -153N; A320-251N, -252N, -253N, -271N, -272N, -273N; A321-251N, -
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AD No.	Information	Manufacturer	Applicability
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2020-12-12		Yabora Industria Aeronautica S.A.	251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-12-15		Bombardier, Inc.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-13-08	R 2005-23-09	General Electric Company	BD-700-1A10 and BD-700-1A11
2020-14-04		Rolls-Royce Deutschland Ltd & Co KG	CF6-80E1A1, -80E1A2, -80E1A3, -80E1A4, and -80E1A4/B
2020-14-09		The Boeing Company	Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H
			737-8 and 737-9
Biweekly 2020-16			
2020-14-03		The Boeing Company	737-300, -400, and -500 series
2020-14-05		Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133
2020-14-08		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-15-02		Gulfstream Aerospace LP	G280
2020-15-03	R 2016-07-13	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
2020-15-04	R 2018-03-22	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200
2020-15-07		Rolls-Royce Deutschland Ltd & Co KG	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36
2020-15-08		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-A2, Trent 1000-AE, Trent 1000-AE2, Trent 1000-C, Trent 1000-C2, Trent 1000-CE, Trent 1000-CE2, Trent 1000-D, Trent 1000-D2, Trent 1000-E, Trent 1000-E2, Trent 1000-G, Trent 1000-G2, Trent 1000-H, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-09		Airbus SAS	A330-941
2020-15-10		Airbus SAS	A350-941
2020-15-12	R 2018-08-02	Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-14	R 2015-13-06	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2020-16-13		Rolls-Royce Corporation	AE 3007A, AE 3007A1, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3
2020-16-51	E	The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and 900ER series

Biweekly 2020-17

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



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2020-12-13 Bombardier, Inc.: Amendment 39-19922; Docket No. FAA-2019-0987; Product Identifier 2019-NM-144-AD.

(a) Effective Date

This AD is effective September 10, 2020.

(b) Affected ADs

This AD affects AD 2016-17-15, Amendment 39-18628 (81 FR 59839, August 31, 2016) (“AD 2016-17-15”).

(c) Applicability

This AD applies to Bombardier, Inc., Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, certificated in any category, serial number 7003 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by reports that during airplane wing fatigue testing, fatigue cracks were found on the lower right-hand-side wing plank at the end of the integrally machined stringers, which led to a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address undetected cracks on the lower wing plank at the stringer run-out, which could affect the structural integrity of the wing.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision for Task 57-21-112

For airplanes on which Bombardier Service Bulletin 601R-57-044 has not been done: Within 30 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information in airworthiness limitations (AWL) task 57-21-112, as specified in Part 6–Eddy Current, of Bombardier Canadair Regional Jet CRJ200 Nondestructive Testing Manual, CSP A-010, Revision 40, dated November 10, 2018. The initial compliance time for doing the task is at the next scheduled inspection as specified in AWL task 57-21-112, or within 30 days after the effective date of this AD, whichever occurs later.

(h) Maintenance or Inspection Program Revision for Task 57-21-169

For airplanes on which Bombardier Service Bulletin 601R-57-044 has been done: Within 30 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information in AWL task 57-21-169, as specified in Bombardier CL-600-2B19 Temporary Revision 2B-2273, dated October 31, 2019, to Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 Maintenance Requirements Manual. The initial compliance time for doing the task is at the time specified in Bombardier CL-600-2B19 Temporary Revision 2B-2273, dated October 31, 2019, to Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 Maintenance Requirements Manual, or within 30 days after the effective date of this AD, whichever occurs later.

(i) No Alternative Actions or Intervals

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

(j) Terminating Action for a Certain Requirement of AD 2016-17-15.

Accomplishing the revision required by paragraph (g) of this AD terminates the requirement to incorporate AWL 57-21-112 as specified in paragraph (g)(12) of AD 2016-17-15.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2019-21, dated May 15, 2019, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0987.

(2) For more information about this AD, contact Aziz Ahmed, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7329; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Airworthiness Limitations task 57-21-112 to Part 6–Eddy Current, of Bombardier Canadair Regional Jet CRJ200 Nondestructive Testing Manual, CSP A-010, Revision 40, dated November 10, 2018.

(ii) Bombardier CL-600-2B19 Temporary Revision 2B-2273, dated October 31, 2019, to Appendix B–Airworthiness Limitations, of Part 2 of the Bombardier CL-600-2B19 Maintenance Requirements Manual.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; 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 <https://www.bombardier.com>.

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

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

Issued on June 19, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-17124 Filed 8-5-20; 8:45 am]



2020-12-14 Bombardier, Inc.: Amendment 39-19923; Docket No. FAA-2020-0104; Product Identifier 2019-NM-210 AD.

(a) Effective Date

This AD is effective September 8, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD-700-1A10 and BD-700-1A11 airplanes, certificated in any category, serial numbers 9002 through 9828 inclusive, 9830, 9832 through 9835 inclusive, 9840, 9854, 9855, and 9998.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical power.

(e) Reason

This AD was prompted by a report that the anti-fretting coating on the piston rods of certain ram air turbine (RAT) deployment actuators may have been incorrectly applied. Incorrect application of this anti-fretting coating may lead to galling of the piston rod over time, which could cause the unit to seize and fail to fully deploy. The FAA is issuing this AD to address this condition which, if not corrected, could result in the inability to power essential systems in the event that other sources of power are also lost.

(f) Compliance

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

(g) Determine RAT Serial Number

Within 36 months after the effective date of this AD: Perform an inspection to determine the serial number of the RAT deployment actuator, having part number (P/N) BZ02001-01 (GL456-1301-1). A review of the airplane maintenance records is acceptable in lieu of this inspection, provided the serial number of the RAT deployment actuator can be conclusively determined from that review.

(1) If the serial number of the RAT deployment actuator is not listed in the table referred to in paragraph 2.B., Part A-Special Check, of the Accomplishment Instructions of the applicable

Bombardier service information specified in figure 1 to paragraphs (g)(1) and (2), (h), and (i) of this AD, no further action is required by this AD.

Figure 1 to paragraphs (g)(1) and (2), (h), and (i) – Service Information

Airplane Model	Service Information
BD-700-1A10 airplanes having serial numbers 9002 through 9312 inclusive, 9314 through 9380 inclusive, and 9384 through 9429 inclusive	Bombardier Service Bulletin 700-24-090, dated February 22, 2019
BD-700-1A10 airplanes having serial numbers 9313, 9381, 9432 through 9828 inclusive, 9830, 9832 through 9835 inclusive, 9854, and 9855	Bombardier Service Bulletin 700-24-6015, dated February 22, 2019
BD-700-1A11 airplanes having serial numbers 9127 through 9383 inclusive, 9389 through 9400 inclusive, 9404 through 9431 inclusive, and 9998	Bombardier Service Bulletin 700-1A11-24-029, dated February 22, 2019
BD-700-1A11 airplanes having serial numbers 9386, 9401, and 9445 through 9840 inclusive	Bombardier Service Bulletin 700-24-5015, dated February 22, 2019

(2) If the serial number of the RAT deployment actuator is listed in the table referred to in paragraph 2.B., Part A-Special Check, of the Accomplishment Instructions of the applicable Bombardier service information specified in figure 1 to paragraphs (g)(1) and (2), (h), and (i) of this AD, do the replacement required by paragraph (h) of this AD.

(h) Replacement

If, during the inspection or records review required by paragraph (g) of this AD, any RAT deployment actuator is found to have an affected serial number: Within 36 months after the effective date of this AD, replace the RAT deployment actuator, having P/N BZ02001-01 (GL456-1301-1), with an upgraded part, in accordance with Paragraph 2.C., Part B-Modification, of the Accomplishment Instructions of the applicable Bombardier service information specified in figure 1 to paragraphs (g)(1) and (2), (h), and (i) of this AD.

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install on any airplane, a RAT deployment actuator having P/N BZ02001-01 (GL456-1301-1) with a serial number referred to in Paragraph 2.B., Part A-Special Check, of the Accomplishment Instructions, of the applicable Bombardier service information specified in figure 1 to paragraphs (g)(1) and (2), (h), and (i) of this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2019-38, dated October 30, 2019, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0104.

(2) For more information about this AD, contact Thomas Niczky, Aerospace Engineer, Avionics and Electrical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7347; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

(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 700-1A11-24-029, dated February 22, 2019.

(ii) Bombardier Service Bulletin 700-24-090, dated February 22, 2019.

(iii) Bombardier Service Bulletin 700-24-5015, dated February 22, 2019.

(iv) Bombardier Service Bulletin 700-24-6015, dated February 22, 2019.

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

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

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

Issued on June 19, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16727 Filed 7-31-20; 8:45 am]



2020-12-16 Airbus SAS: Amendment 39-19925; Docket No. FAA-2020-0329; Product Identifier 2020-NM-028-AD.

(a) Effective Date

This AD is effective September 8, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A320-214, -216, -231, -232, -233, -251N, and -271N airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0279R1, dated February 5, 2020 (“EASA AD 2019-0279R1”).

(d) Subject

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

(e) Reason

This AD was prompted by a report that following the installation of a second cargo fire extinguishing bottle, insufficient clearance between the cargo compartment fire extinguishing pipes was found. The FAA is issuing this AD to address insufficient clearance between the cargo compartment fire extinguishing pipes, which could lead to wear and chafing of the pipes and possibly result in reduced fire extinguishing capability in case of a cargo compartment fire.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0279R1.

(h) Exceptions to EASA AD 2019-0279R1

(1) Where EASA AD 2019-0279R1 refers to “the effective date of the original issue of [AD 2019-0279]” or “the effective date of this revised AD,” this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0279R1 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0279R1 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0279R1, dated February 5, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2019-0279R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0329.

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

Issued on June 19, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-16728 Filed 7-31-20; 8:45 am]



2020-16-01 Airbus SAS: Amendment 39-21185; Docket No. FAA-2020-0672; Project Identifier MCAI-2020-01008-T.

(a) Effective Date

This AD becomes effective August 19, 2020.

(b) Affected ADs

None.

(c) Applicability

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

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

(2) Model A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N airplanes.

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

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of low halon concentration in the forward and aft cargo compartments due to air leakage through cargo door seals. The FAA is issuing this AD to address low halon concentration. This condition, if not corrected, could affect the fire extinguishing system efficiency in the cargo compartments, possibly resulting in failure of the system to contain a cargo compartment fire.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0133, dated June 10, 2020 (“EASA AD 2020-0133”).

(h) Exceptions to EASA AD 2020-0133

(1) Where EASA AD 2020-0133 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0133 does not apply to this AD.

(3) Where EASA AD 2020-0133 defines “affected parts” as those having certain part numbers, for this AD “affected parts” are those specified in EASA AD 2020-0133 and forward and aft cargo door seals part number D5237106020400S, approved under PMA PQ1715CE.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0133 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0133, dated June 10, 2020.

(ii) [Reserved]

(3) For information about EASA AD 2020-0133, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet

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

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0672.

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

Issued on July 20, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16892 Filed 8-3-20; 8:45 am]



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2020-16-51 The Boeing Company: Amendment 39-21204; Docket No. FAA-2020-0684; Project Identifier AD-2020-01032-T.

(a) Effective Date

This AD is effective August 26, 2020 to all persons except those persons to whom it was made immediately effective by Emergency AD 2020-16-51, issued on July 23, 2020, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 737-300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 36, Pneumatic.

(e) Unsafe Condition

This AD was prompted by four recent reports of single-engine shutdowns caused by engine bleed air 5th stage check valves stuck in the open position. The FAA is issuing this AD to address corrosion of the engine bleed air 5th stage check valves for both engines, which could result in compressor stalls and dual-engine power loss without the ability to restart, which could result in a forced off-airport landing.

(f) Compliance

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

(g) Definition

Any airplane that, for 7 or more consecutive days, has not been operated in flight is considered to be in "storage."

(h) Inspections and Corrective Actions

(1) For any airplane that is in storage on or after the effective date of this AD, and any airplane that, as of the effective date of this AD, has been operated for 10 or fewer flight cycles since returning to service from the most recent period of storage: Before further flight, do the inspections

specified in paragraphs (h)(1)(i) and (ii) of this AD on the engine bleed air 5th stage check valve on each engine. If any engine bleed air 5th stage check valve fails any inspection, replace that engine bleed air 5th stage check valve before further flight. For each engine bleed air 5th stage check valve that passes both inspections specified in paragraphs (h)(1)(i) and (ii) of this AD, do the actions specified in paragraph (h)(2) of this AD on that engine bleed air 5th stage check valve before further flight.

(i) Rotate the flapper plates by hand at least 3 times. If the flapper plate moves smoothly, without signs of binding or sticking, from the fully closed position to the stop tube using gravity force alone, the engine bleed air 5th stage check valve has passed this inspection.

(ii) Measure the clearance between the flapper bushings at both locations on each engine bleed air 5th stage check valve. If the clearance between the flapper bushings is a minimum of 0.004 inch (0.102 mm) at both locations, the engine bleed air 5th stage check valve at that location has passed this inspection.

(2) For each engine bleed air 5th stage check valve that passes the inspections specified in paragraphs (h)(1)(i) and (ii) of this AD, do the inspections specified in paragraphs (h)(2)(i) through (iii) of this AD before further flight on the engine bleed air 5th stage check valve on each engine. If any engine bleed air 5th stage check valve fails any of the inspections specified in paragraphs (h)(2)(i) through (iii) of this AD, replace that engine bleed air 5th stage check valve before further flight.

(i) Do a general visual inspection of the flapper bushings for signs of cracks, fractures, and missing bushing heads. If the flapper bushings do not show any signs of cracks, fractures, or missing bushing heads, the engine bleed air 5th stage check valve has passed this inspection. Signs of corrosion are not a cause for replacing the engine bleed air 5th stage check valve if the engine bleed air 5th stage check valve did not fail any of the inspections specified in paragraph (h)(1) of this AD.

(ii) Using only hand pressure, try to rotate the flapper bushings in the flapper plates. If the bushings do not rotate in the flapper plate, the engine bleed air 5th stage check valve has passed this inspection.

(iii) Do a general visual inspection of the check valve for signs of the flappers rubbing against the valve body. If the flappers do not show any signs of rubbing against the valve body, the engine bleed air 5th stage check valve has passed this inspection.

(i) Minimum Equipment List Relief for Certain Airplanes

For airplanes that have operated 10 or fewer flight cycles since the most recent period of storage prior to the effective date of this AD, as an alternative to compliance with paragraph (h): If allowed by the operator's FAA-approved Minimum Equipment List, the airplane may be dispatched with one engine's engine bleed air high stage valve locked closed. Thereafter, within 5 additional flight cycles, inspect the engine bleed air 5th stage check valve on both engines as required by paragraph (h) of this AD.

(j) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the airplane can be inspected, provided one engine's engine bleed air high stage valve has been locked closed. This option is only available if the operator's FAA-approved Minimum Equipment List allows dispatching the airplane with one engine's engine bleed air high stage valve locked closed.

(k) Alternative Methods of Compliance (AMOCs)

(1) For Boeing Model 737-300, -400, and -500 series airplanes, the Manager, Los Angeles ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures

found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l)(1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

(2) For Boeing Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, the Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l)(2) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(3) 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.

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

(l) Related Information

(1) For Boeing Model 737-300, -400, and -500 series airplanes, for further information about this AD, contact Serj Harutunian, Aerospace Engineer, Propulsion Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5254; fax: 562-627-5210; email: serj.harutunian@faa.gov.

(2) For Boeing Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, for further information about this AD, contact Rajendran Mohanraj, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3621; email: rajendran.mohanraj@faa.gov.

(m) Material Incorporated by Reference

None.

Issued on July 30, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
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