FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2016-19

9/5/2016 - 9/18/2016

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	GEnx-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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AD No.	Information	Manufacturer	Applicability
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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, RB211-524-G2-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

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
			(Regional Jet Series 705); CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2016-14-08	R 2015-10-03	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; 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

2016-17-14 Saab AB, Saab Aeronautics (Type Certificate previously held by Saab AB, Saab Aerosystems): Amendment 39-18627; Docket No. FAA-2016-6668; Directorate Identifier 2014-NM-149-AD.

(a) Effective Date

This AD is effective October 13, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Saab AB, Saab Aeronautics (Type Certificate previously held by Saab AB, Saab Aerosystems) Model SAAB 2000 airplanes, certificated in any category, all manufacturer serial numbers, excluding the airplanes specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Those airplanes identified in Table 1 of Saab Service Bulletin 2000-51-002, Revision 01, dated May 23, 2014, on which an applicable "Related Statement" identified in Table 1 was accomplished.

(2) Those airplanes that either have retained the original paint or have been repainted by Saab AB, Saab Aeronautics.

(d) Subject

Air Transport Association (ATA) of America Code 51, Standard Practices/Structures.

(e) Reason

This AD was prompted by a report that on some airplanes, during the paint removal process for repainting the airplane, the basic corrosion protection (anodizing and primer) coating was sanded down to bare metal on the aluminum skin panels, and the bare metal might not have been treated correctly for corrosion prevention. We are issuing this AD to detect and correct damaged protective coatings. This condition could result in pitting corrosion damage; and reduced metal thickness, which could result in reduced static and fatigue strength of the airplane's structural parts.

(f) Compliance

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

(g) Inspection, Related Investigative Actions, and Corrective Action

(1) Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first: Do a detailed inspection of the airplane structural parts to detect damaged protective coating (e.g., bonding primer), in accordance with the Accomplishment Instructions of Saab Service Bulletin

2000-51-002, Revision 01, dated May 23, 2014. If any damaged protective coating is found, before further flight, do a detailed inspection of the airplane structural parts to detect pitting corrosion and, if no pitting corrosion is found, do a dye penetrant inspection of the airplane structural parts to detect pitting corrosion and a thickness measurement to determine if there is reduced skin thickness, as applicable, in accordance with the Accomplishment Instructions of Saab Service Bulletin 2000-51-002, Revision 01, dated May 23, 2014.

(2) If, during any inspection required by paragraph (g)(1) of this AD, any damage (such as pitting corrosion or damaged primer) or reduced skin thickness is detected, as defined in Saab Service Bulletin 2000-51-002, Revision 01, dated May 23, 2014, before further flight, contact the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Saab AB, Saab Aeronautics' EASA Design Organization Approval (DOA) for a repair method, and do the repair within the compliance time indicated in those instructions.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Saab Service Bulletin 2000-51-002, dated April 9, 2014, which is not incorporated by reference in this AD.

(i) 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: Shahram Daneshmandi, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1112; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0160, dated July 9, 2014 (Correction: July 9, 2014), for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-6668.

(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 this AD specifies otherwise.

(i) Saab Service Bulletin 2000-51-002, Revision 01, dated May 23, 2014.

(ii) Reserved.

(3) For service information identified in this AD, contact Saab AB, Saab Aeronautics, SE-581 88, Linköping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; email saab2000.techsupport@saabgroup.com; Internet http://www.saabgroup.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 August 18, 2016.
Dorr M. Anderson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-06 The Boeing Company: Amendment 39-18636; Docket No. FAA-2015-8135; Directorate Identifier 2015-NM-106-AD.

(a) Effective Date

This AD is effective October 13, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 767-200, -300, and -400ER series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 767-25-0548, Revision 1, dated April 23, 2015.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by multiple reports of uncommanded escape slide inflation. We are issuing this AD to prevent out-of-tolerance trigger mechanism components (sector and sear) in the escape slide regulator valves, which can produce insufficient trigger engagement and reduced pull force values, possibly leading to uncommanded deployment of the slide during normal airplane maintenance or operation. This condition could result in injury to passengers and crew, damage to equipment, and the slide becoming unusable in an emergency evacuation.

(f) Compliance

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

(g) Replacement of the Trigger Mechanism Sector and Sear

Within 42 months after the effective date of this AD, modify the escape slide regulator valves of the forward-entry door, forward-service door, aft-entry door, and aft-service door, and as applicable, modify the escape slide regulator valves of the mid-entry door and mid-service door, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-25-0548, Revision 1, dated April 23, 2015.

(h) Credit for Previous Actions

This paragraph provides credit for the modification required by paragraph (g) of this AD, if the modification was performed before the effective date of this AD using Boeing Special Attention Service Bulletin 767-25-0548, dated November 5, 2014.

(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 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. For a repair method to be approved, the repair 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) apply.

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

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

(j) Related Information

(1) For more information about this AD, contact Caspar Wang, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6414; fax: 425-917-6590; email: Caspar.Wang@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 Special Attention Service Bulletin 767-25-0548, Revision 1, dated April 23, 2015.

(ii) Reserved.

(3) For Boeing 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 98057-3356. 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 August 24, 2016.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-08 Airbus: Amendment 39-18638. Docket No. FAA-2015-6550; Directorate Identifier 2013-NM-162-AD.

(a) Effective Date

This AD becomes effective October 20, 2016.

(b) Affected ADs

This AD replaces AD 90-11-05, Amendment 39-6603 (89-NM-223-AD) (55 FR 20129, May 15, 1990).

(c) Applicability

This AD applies to Airbus Model A300 B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; and Model A300 B4-605R airplanes; certificated in any category; except airplanes on which Airbus Modification 6661 has been embodied during production.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracks in the aft hinge brackets of the outer shroud box that is located in the outer wing box, which were found during routine maintenance checks, and our subsequent determination that a change in inspection compliance times is needed. We are issuing this AD to detect and correct cracking of the aft hinge brackets of the outer shroud box; such cracking could affect the structural integrity of the airplane.

(f) Compliance

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

(g) Repetitive Inspections

At the applicable compliance time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Do a detailed inspection for cracks and fractures of the hinge brackets of the forward and aft outer shroud boxes, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0142, Revision 04, dated March 30, 2011; or Airbus Service Bulletin A300-57-6010, Revision 05, dated February 21, 2011; as applicable. Repeat the inspection thereafter at the applicable interval specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0142, Revision 04, dated March 30, 2011; or Airbus Service Bulletin A300-57-6010, Revision 05, dated February 21, 2011; as applicable. Doing the

replacement specified in paragraph (j) of this AD terminates the repetitive inspections required by this paragraph.

(1) For Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-2C, and B4-203 airplanes: Do the inspection at the later of the times specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD. Repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles or 2,000 flight hours, whichever occurs first.

(i) Before the accumulation of 5,000 flight cycles or 10,400 flight hours since first flight, whichever occurs first.

(ii) Within 100 flight cycles after the effective date of this AD.

(2) For Model A300 B2-1C, B2-203, and B2K-3C airplanes: Do the inspection at the later of the times specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD. Repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles or 1,000 flight hours, whichever occurs first.

(i) Before the accumulation of 5,000 flight cycles or 5,400 flight hours since first flight, whichever occurs first.

(ii) Within 100 flight cycles after the effective date of this AD.

(3) For Model A300 B4-103 airplanes: Do the inspection at the later of the times specified in paragraphs (g)(3)(i) and (g)(3)(ii) of this AD. Repeat the inspection thereafter at intervals not to exceed 1,000 flight cycles or 1,300 flight hours, whichever occurs first.

(i) Before the accumulation of 5,000 flight cycles or 6,600 flight hours since first flight, whichever occurs first.

(ii) Within 100 flight cycles after the effective date of this AD.

(h) Corrective Action

If any crack or fracture is found during any inspection required by paragraph (g) of this AD: Before further flight, replace the damaged hinge bracket with a new bracket, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-143, Revision 2, dated July 10, 1989; or Airbus A300-57-6011, Revision 2, dated July 10, 1989; as applicable.

(i) Related Investigative and Corrective Actions

If any crack or fracture is found during any inspection required by paragraph (g) of this AD: Before further flight, do a general visual inspection for secondary damage (e.g., cracks, wear damage, pitting, and gouging) in the areas specified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-0142, Revision 04, dated March 30, 2011; or Airbus Service Bulletin A300-57-6010, Revision 05, dated February 21, 2011; as applicable. If any damage is found, 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).

(1) The inner shroud-box forward attachments and the attachment brackets at the inboard end.

(2) The inner and outer shroud-box structure, adjacent to the fractured bracket.

(3) The top skin of the inboard flap.

(j) Optional Terminating Action for Inspection Requirements of Paragraph (g) of This AD

(1) Replacement of the hinge bracket, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-143, Revision 2, dated July 10, 1989 (for Model A300 series airplanes); or Airbus Service Bulletin A300-57-6011, Revision 2, dated July 10, 1989; as applicable; terminates the inspection requirements of paragraph (g) of this AD (for Model A300 B4-600 series airplanes).

(2) Replacement of a hinge bracket before the effective date of this AD terminates the repetitive inspections required by paragraph (g) of this AD, provided that after the hinge bracket replacement, but before further flight after the effective date of this AD, a one-time detailed inspection of the forward and aft outer shroud box has been done with no cracking found, in accordance with paragraph (g) of this AD. The replacement must be done in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

(k) Credit for Previous Actions

This paragraph provides credit for inspections required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using any of the applicable service information listed in paragraphs (k)(1) through (k)(8) of this AD.

(1) Airbus Service Bulletin A300-57-142, dated December 17, 1986.

(2) Airbus Service Bulletin A300-57-142, Revision 1, dated April 9, 1990.

(3) Airbus Service Bulletin A300-57-142, Revision 2, dated January 16, 1991.

(4) Airbus Service Bulletin A300-57-0142, Revision 03, dated February 22, 1999.

(5) Airbus Service Bulletin A300-57-6010, Revision 1, dated December 14, 1990.

(6) Airbus Service Bulletin A300-57-6010, Revision 02, dated March 30, 1998.

(7) Airbus Service Bulletin A300-57-6010, Revision 03, dated September 16, 1998.

(8) Airbus Service Bulletin A300-57-6010, Revision 04, dated February 22, 1999.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: 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; EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0181R1, dated August 20, 2013, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-6550.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-57-0142, Revision 04, dated March 30, 2011.

(ii) Airbus Service Bulletin A300-57-143, Revision 2, dated July 10, 1989. Pages 1, 3, 4, 7, 10, 13, and 14 of this document are identified as Revision 2, dated July 10, 1989; pages 2 and 8 are identified as original, dated December 12, 1986; and pages 5, 6, 9, 11, 12, and 15 are identified as Revision March 19, 1987.

(iii) Airbus Service Bulletin A300-57-6010, Revision 05, dated February 21, 2011.

(iv) Airbus Service Bulletin A300-57-6011, Revision 2, dated July 10, 1989. Pages 1, 2, 5, 7, 8, 11, and 12 of this document are identified as Revision 2, dated July 10, 1989; pages 3, 4, and 13 are identified as Revision 1, dated March 19, 1987; and pages 6, 9, 10 are identified as original, dated December 17, 1986.

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

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

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

Issued in Renton, Washington, on August 24, 2016.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

AD 2016-18-09 Airbus: Amendment 39-18639; Docket No. FAA-2015-5814; Directorate Identifier 2014-NM-247-AD.

(a) Effective Date

This AD is effective October 13, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, all manufacturer serial numbers, except those on which Airbus Modification 37878 has been embodied in production, or Airbus Service Bulletin A320-53-1281 has been done in service.

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

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

(3) Airbus Model A320-211, -212, -214, -231, -232, and -233 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of chafing damage on the fuselage skin at the bottom of certain frames, underneath the fairing structure. We are issuing this AD to detect and correct damage to the fuselage skin, which could lead to crack initiation and propagation, possibly resulting in reduced structural integrity of the fuselage.

(f) Compliance

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

(g) Repetitive Inspection and Corrective Action

(1) Within the compliance times identified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD, whichever occurs later, do a detailed inspection for damage (including chafing marks) on the fuselage skin, including previously repaired areas, at frame (FR) 34 between stringer (STR) 43 on the left-hand and right-hand sides, in accordance with paragraph 3.C., "Procedure," of Airbus Service Bulletin A320-53-1287, dated July 29, 2014. Repeat the inspection thereafter at intervals not to exceed 12,000 flight cycles or 24,000 flight hours, whichever occurs first.

(i) Before exceeding 12,000 flight cycles or 24,000 flight hours, whichever occurs first since the airplane's first flight.

(ii) Within 5,000 flight cycles or 10,000 flight hours, whichever occurs first after the effective date of this AD.

(2) If any damage is detected during any inspection required by paragraph (g)(1) of this AD, before further flight, do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1287, dated July 29, 2014, except as required by paragraph (g)(3) of this AD.

(3) If any cracking is found during any related investigative action required by paragraph (g)(2) of this AD, or if any damage detected during the inspection required by paragraph (g)(1) of this AD exceeds the limits defined in the Accomplishment Instructions of Airbus Service Bulletin A320-53-1287, dated July 29, 2014, 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).

(h) Non-Terminating Repair Action

Accomplishment of a repair on an airplane as required by paragraphs (g)(2) and (g)(3) of this AD, does not constitute terminating action for the repetitive detailed inspections required by paragraph (g)(1) of this AD, unless the approved repair indicates otherwise.

(i) Terminating Action for the Repetitive Detailed Inspections

Modification of the belly fairing on any airplane in accordance with paragraph 3.C., "Procedure," of Airbus Service Bulletin A320-53-1281, Revision 02, including Appendix 01, dated October 9, 2015, constitutes terminating action for the repetitive detailed inspections required by paragraph (g)(1) of this AD for that airplane.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-53-1281, dated July 29, 2014; or Airbus Service Bulletin A320-53-1281, Revision 01, dated December 1, 2014. This service information is not incorporated by reference in 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: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): 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.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0259, dated December 5, 2014, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-5814.

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

(m) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-53-1281, Revision 02, including Appendix 01, dated October 9, 2015.

(ii) Airbus Service Bulletin A320-53-1287, dated July 29, 2014.

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

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

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

Issued in Renton, Washington, on August 24, 2016.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-11 Gulfstream Aerospace Corporation: Amendment 39-18642; Docket No. FAA-2016-9070; Directorate Identifier 2016-NM-118-AD.

(a) Effective Date

This AD is effective September 23, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Gulfstream Aerospace Corporation airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(7) of this AD.

(1) All Model G-1159 airplanes.
(2) All Model G-1159A airplanes.
(3) All Model G-1159B airplanes.
(4) All Model G-IV airplanes.
(5) All Model GV airplanes.
(6) Model GIV-X airplanes, serial numbers 4001 through 4350 inclusive.
(7) Model GV-SP airplanes, serial numbers 5001 through 5542 inclusive.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that the right main landing gear (MLG) failed to extend due to fatigue cracking of the end cap fitting. We are issuing this AD to prevent such cracking, which could result in depletion of the combined (left) and utility hydraulic system fluid and the nitrogen emergency blowdown system, failure of the combined (left) hydraulic system (all phrases) to provide adequate hydraulic pressure, and failure of the MLG to extend when commanded.

(f) Compliance

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

(g) MLG Actuator End Cap Fitting Replacement

Before the accumulation of 9,500 total landings on the MLG actuator end cap fitting, or within 90 days after the effective date of this AD, whichever occurs later: Replace the end cap fitting, in accordance with the applicable temporary revision (TR) identified in paragraphs (g)(1) through

(g)(11) of this AD. For airplanes on which the number of total accumulated landings since new cannot be determined, do the replacement within 90 days after the effective date of this AD.

(1) Gulfstream IIB Maintenance Manual TR 32-3, dated April 15, 2016.
(2) Gulfstream IV Maintenance Manual TR 32-2, dated April 29, 2016.
(3) Gulfstream G300 Maintenance Manual TR 32-2, dated April 29, 2016.
(4) Gulfstream G400 Maintenance Manual TR 32-2, dated April 29, 2016.
(5) Gulfstream G350 Maintenance Manual TR 32-1, dated April 22, 2016.
(6) Gulfstream G450 Maintenance Manual TR 32-1, dated April 22, 2016.
(7) Gulfstream G500 Maintenance Manual TR 32-1, dated May 20, 2016.
(8) Gulfstream G550 Maintenance Manual TR 32-1, dated May 20, 2016.
(9) Gulfstream V Maintenance Manual TR 32-2, dated May 20, 2016.
(10) Gulfstream II Maintenance Manual TR 32-1, dated April 15, 2016.
(11) Gulfstream III Maintenance Manual TR 32-1, dated April 15, 2016.

(h) Revision of Maintenance/Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information for the part number 1159HM20178 MLG actuator end cap fitting in the applicable TR identified in paragraphs (h)(1) through (h)(11) of this AD. The initial compliance time to replace the MLG actuator end cap fitting, as specified in the TR, is before the accumulation of 9,500 total landings on the end cap fitting, or within 90 days after the effective date of this AD, whichever occurs later.

(1) Gulfstream IIB Maintenance Manual TR 5-3, dated April 15, 2016.
(2) Gulfstream IV Maintenance Manual TR 5-7, dated April 29, 2016.
(3) Gulfstream G300 Maintenance Manual TR 5-3, dated April 29, 2016.
(4) Gulfstream G400 Maintenance Manual TR 5-3, dated April 29, 2016.
(5) Gulfstream G350 Maintenance Manual TR 5-2, dated April 22, 2016.
(6) Gulfstream G450 Maintenance Manual TR 5-2, dated April 22, 2016.
(7) Gulfstream G500 Maintenance Manual TR 5-3, dated May 20, 2016.
(8) Gulfstream G550 Maintenance Manual TR 5-3, dated May 20, 2016.
(9) Gulfstream V Maintenance Manual TR 5-3, dated May 20, 2016.
(10) Gulfstream II Maintenance Manual TR 5-3, dated April 15, 2016.
(11) Gulfstream III Maintenance Manual TR 5-2, dated April 15, 2016.

(i) No Alternative Actions and Intervals

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

(j) Special Flight Permit

A special flight permit may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane, for one flight only, to a location where the MLG actuator end cap fitting can be replaced, as required by paragraph (g) of this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (l) 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.

(l) Related Information

For more information about this AD, contact Gideon Jose, Aerospace Engineer, Systems and Equipment Branch, ACE-119A, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; phone: 404-474-5569; fax: 404-474-5606; email: Gideon.Jose@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Gulfstream G300 Maintenance Manual Temporary Revision (TR) 32-2, dated April 29, 2016.

(ii) Gulfstream G300 Maintenance Manual TR 5-3, dated April 29, 2016.

(iii) Gulfstream G350 Maintenance Manual TR 32-1, dated April 22, 2016.

(iv) Gulfstream G350 Maintenance Manual TR 5-2, dated April 22, 2016.

(v) Gulfstream G400 Maintenance Manual TR 32-2, dated April 29, 2016.

(vi) Gulfstream G400 Maintenance Manual TR 5-3, dated April 29, 2016.

(vii) Gulfstream G450 Maintenance Manual TR 32-1, dated April 22, 2016.

(viii) Gulfstream G450 Maintenance Manual TR 5-2, dated April 22, 2016.

(ix) Gulfstream G500 Maintenance Manual TR 32-1, dated May 20, 2016.

(x) Gulfstream G500 Maintenance Manual TR 5-3, dated May 20, 2016.

(xi) Gulfstream G550 Maintenance Manual TR 32-1, dated May 20, 2016.

(xii) Gulfstream G550 Maintenance Manual TR 5-3, dated May 20, 2016.

(xiii) Gulfstream II Maintenance Manual TR 32-1, dated April 15, 2016.

(xiv) Gulfstream II Maintenance Manual TR 5-3, dated April 15, 2016.

(xv) Gulfstream IIB Maintenance Manual TR 32-3, dated April 15, 2016.

(xvi) Gulfstream IIB Maintenance Manual TR 5-3, dated April 15, 2016.

(xvii) Gulfstream III Maintenance Manual TR 32-1, dated April 15, 2016.

(xviii) Gulfstream III Maintenance Manual TR 5-2, dated April 15, 2016.

(xix) Gulfstream IV Maintenance Manual TR 32-2, dated April 29, 2016.

(xx) Gulfstream IV Maintenance Manual TR 5-7, dated April 29, 2016.

(xxi) Gulfstream V Maintenance Manual TR 32-2, dated May 20, 2016.

(xxii) Gulfstream V Maintenance Manual TR 5-3, dated May 20, 2016.

(3) For Gulfstream service information identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402-2206; telephone 800-810-4853; fax 912-965-3520; email pubs@gulfstream.com; Internet http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

(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 August 24, 2016.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-12 Airbus: Amendment 39-18643; Docket No. FAA-2016-6671; Directorate Identifier 2015-NM-164-AD.

(a) Effective Date

This AD is effective October 13, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A300 B4-203 and A300 B4-2C airplanes, certificated in any category, manufacturer serial numbers 210, 212, 218, 220, 227, 234, 235, 236, 239, 247, 255, 256, 259, 261, 274, 277, 292, 299, and 302.

(d) Subject

Air Transport Association (ATA) of America Code 54, Nacelles/Pylons.

(e) Reason

This AD was prompted by cracks found on pylon side panels (upper section) at rib 8. We are issuing this AD to detect and correct cracking of the pylon side panels. Such cracking could result in pylon structural failure and in-flight loss of an engine.

(f) Compliance

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

(g) Detailed Inspection of Pylons and Corrections

At the applicable time specified in Airbus Service Bulletin A300-54-0075, Revision 04, dated May 26, 2015: Do a detailed inspection for crack indications of the pylons 1 and 2 side panels (upper section) at rib 8, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-54-0075, Revision 04, dated May 26, 2015.

(h) Crack Confirmation

If any crack indication is found during the inspection required by paragraph (g) of this AD: Before further flight, do a high frequency eddy current (HFEC) inspection to confirm the crack, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-54-0075, Revision 04, dated May 26, 2015.

(i) Follow-on Actions for No Crack/Indication

If the inspection required by paragraph (g) of this AD reveals no crack indication, or if the HFEC inspection specified by paragraph (h) of this AD confirms no crack: Do the actions specified in either paragraph (i)(1) or (i)(2) of this AD.

(1) Repeat the inspection required by paragraph (g) of this AD at the applicable time specified in Airbus Service Bulletin A300-54-0075, Revision 04, dated May 26, 2015.

(2) At the applicable time specified in Airbus Service Bulletin A300-54-0081, dated August 11, 1993: Modify the pylons, in accordance with Airbus Service Bulletin A300-54-0081, dated August 11, 1993. Thereafter, repeat the HFEC inspection specified in paragraph (h) of this AD at the applicable interval specified in Airbus Service Bulletin A300-54-0075, Revision 04, dated May 26, 2015, and repair any crack before further flight using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(j) Follow-on Actions for Crack Findings

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

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g), (h), (i), and (j) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (k)(1) through (k)(4) of this AD.

(1) Airbus Service Bulletin A300-54-0075, dated August 11, 1993, which was incorporated by referenced in AD 2010-06-04, Amendment 39-16228 (75 FR 11428, March 11, 2010); corrected May 4, 2010 (75 FR 23572).

(2) Airbus Service Bulletin A300-54-0075, Revision 01, dated November 9, 2007.

(3) Airbus Service Bulletin A300-54-0075, Revision 02, dated June 26, 2008.

(4) Airbus Service Bulletin A300-54-0075, Revision 03, dated March 27, 2013.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, 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: 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.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0201, dated October 7, 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-2016-6671.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraph (n)(3) of this AD.

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-54-0075, Revision 04, dated May 26, 2015.

(ii) Airbus Service Bulletin A300-54-0081, dated August 11, 1993.

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

(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 August 25, 2016.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-13 Fokker Services B.V.: Amendment 39-18644; Docket No. FAA-2016-6665; Directorate Identifier 2015-NM-070-AD.

(a) Effective Date

This AD is effective October 13, 2016.

(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, all serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by an aileron-wing flutter analysis finding that, when a hydraulic aileron actuator is not powered while at least one aileron flutter damper is inoperative (latent failure), the maximum speed currently defined in the airplane flight manual (AFM) is insufficient to meet the required safety margin. We are proposing this AD to ensure that the flightcrew has procedures to follow in the event of a hydraulic system failure and abnormal flight control behavior. If not corrected, this condition could lead to aileron flutter and possible reduced control of the airplane.

(f) Compliance

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

(g) AFM Revision

Within 12 months after the effective date of this AD, revise the Abnormal Procedures and Limitations sections of the applicable AFM to include the information in Fokker Manual Change Notification–
Operational Documentation MCNO-F100-066, dated December 1, 2014. This may be accomplished by inserting a copy of Fokker Manual Change Notification–Operational Documentation MCNO-F100-066, dated December 1, 2014, into the applicable AFM. Fokker Manual Change Notification–Operational Documentation MCNO-F100-066, dated December 1, 2014, introduces procedures for the flightcrew to follow in the event of a hydraulic system failure and abnormal flight control behavior. When the information in Fokker Manual Change Notification–Operational Documentation MCNO-F100-066, dated December 1, 2014, is included in the general revisions of the AFM, the

general revisions may be inserted in the AFM, and Fokker Manual Change Notification–Operational Documentation MCNO-F100-066, dated December 1, 2014, may be removed.

(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 Fokker B.V. Service'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 2015-0078, 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-2016-6665.

(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) Fokker Manual Change Notification-Operational Documentation MCNO F100-066, dated December 1, 2014.

(ii) Reserved.

(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.tml.

Issued in Renton, Washington, on August 29, 2016.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-14 ATR–GIE Avions de Transport Régional: Amendment 39-18645; Docket No. FAA-2015-0077; Directorate Identifier 2013-NM-254-AD.

(a) Effective Date

This AD is effective October 20, 2016.

(b) Affected ADs

None.

(c) Applicability

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

(1) ATR–GIE Avions de Transport Régional Model ATR42-500 airplanes, all manufacturer serial numbers (MSNs) on which ATR Modification 6518 has been embodied in production, except those airplanes on which ATR Modification 7294 has been embodied in production.

(2) ATR–GIE Avions de Transport Régional Model ATR72-212A airplanes on which ATR Modification 6517 has been embodied in production, except those airplanes on which ATR Modification 7294 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a report indicating that interference occurred between a Type III Emergency Exit door and the surrounding passenger cabin furnishing during a production check. We are issuing this AD to prevent interference between a Type III Emergency Exit door and the overhead stowage compartment fitting installed on the rail; which could result in obstructed opening of a Type III Emergency Exit door during an emergency evacuation.

(f) Compliance

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

(g) Measurement of Gap Between Type III Emergency Exit Doors and Certain Overhead Stowage Compartment Fittings

For all airplanes, except those airplanes on which ATR Modification 7152 has been embodied in production and except airplanes having MSN 1002, 1005, 1089, 1094, 1095, 1097, 1098, 1099, 1100, 1101, or 1102: Within 2 months after the effective date of this AD, measure the gap between each Type III Emergency Exit door, left-hand (LH) and right-hand (RH), and the overhead stowage

compartment fitting installed on the rail by unlocking and slightly rotating the LH and RH Type III Emergency Exit doors with the doors remaining on the lower fittings. Use a shim gauge 6 millimeters (mm) (0.236 inch) thick, to measure the gap between the internal skin of the doors and the relevant fittings, part numbers (P/N) S2522924620000 (LH fitting) and P/N S2522924620100 (RH fitting).

Note 1 to paragraph (g) of this AD: Illustrations may be found in the applicable ATR Illustrated Parts Catalog (IPC) 25-23-02, figure 87, item 90/100.

Note 2 to paragraph (g) of this AD: It might be necessary to pull on the door blanket to correctly see the door internal skin.

(h) Re-Installation of Type III Emergency Exit Doors

During the measurement required by paragraph (g) of this AD, if it is determined that there is a gap equal to or greater than 6 mm (0.236 inch): Before further flight, re-install the LH and RH Type III Emergency Exit Doors, in accordance with paragraph 3.C.(1)(d) of the Accomplishment Instructions of ATR Service Bulletin ATR42-25-0180, dated August 19, 2013; or ATR Service Bulletin ATR72-25-1141, dated August 19, 2013; as applicable.

(i) Removal of Fitting and Measurement of Gap Between Door Internal Skin and Overhead Stowage Compartment Hooks

During the measurement required by paragraph (g) of this AD, if it is determined that there is a gap less than 6 mm (0.236 inch): Before further flight, remove the fitting having P/N S2522924620000 (LH fitting) or P/N S2522924620100 (RH fitting), and measure the gap between the internal skin of the LH and RH Type III Emergency Exit doors and the overhead stowage compartment hooks, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-25-0180, dated August 19, 2013; or ATR72-25-1141, dated August 19, 2013; as applicable.

(1) If, during the measurement required by paragraph (i) of this AD, it is determined that there is a gap equal to or greater than 6 mm (0.236 inch): Before further flight, re-install the LH and RH Type III Emergency Exit Doors, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-25-0180, dated August 19, 2013; or ATR72-25-1141, dated August 19, 2013; as applicable.

(2) If, during the measurement required by paragraph (i) of this AD, it is determined that there is a gap less than 6 mm (0.236 inch): 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 ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA).

(j) Modification of Overhead Stowage Compartments and Re-Identification of Part Number

Within 4 months after the effective date of this AD: Modify the overhead stowage compartments, in accordance with the Accomplishment Instructions of the applicable service information identified in paragraphs (j)(1) through (j)(4) of this AD.

(1) For airplanes identified in ATR Service Bulletin ATR42-25-0185, dated November 21, 2014: ATR Service Bulletin ATR42-25-0185, dated November 21, 2014.

(2) For airplanes identified in ATR Service Bulletin ATR42-25-0186, dated November 21, 2014: ATR Service Bulletin ATR42-25-0186, dated November 21, 2014.

(3) For airplanes identified in ATR Service Bulletin ATR72-25-1148, dated November 21, 2014: ATR Service Bulletin ATR72-25-1148, dated November 21, 2014.

(4) For airplanes identified in ATR Service Bulletin ATR72-25-1149, dated November 21, 2014: ATR Service Bulletin ATR72-25-1149, dated November 21, 2014.

(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 EASA; or ATR–GIE Avions de Transport Régional's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0018, dated February 5, 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-2015-0077.

(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) ATR Service Bulletin ATR42-25-0180, dated August 19, 2013.

(ii) ATR Service Bulletin ATR42-25-0185, dated November 21, 2014.

(iii) ATR Service Bulletin ATR42-25-0186, dated November 21, 2014.

(iv) ATR Service Bulletin ATR72-25-1141, dated August 19, 2013.

(v) ATR Service Bulletin ATR72-25-1148, dated November 21, 2014.

(vi) ATR Service Bulletin ATR72-25-1149, dated November 21, 2014.

(3) For service information identified in this AD, contact ATR–GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr.fr; Internet http://www.aerochain.com.

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

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

Issued in Renton, Washington, on August 25, 2016.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-18-15 The Boeing Company: Amendment 39-18646; Docket No. FAA-2016-6901; Directorate Identifier 2015-NM-192-AD.

(a) Effective Date

This AD is effective October 13, 2016.

(b) Affected ADs

Certain requirements of this AD terminate certain requirements of AD 2005-21-06, Amendment 39-14344 (70 FR 61226, October 21, 2005) ("AD 2005-21-06").

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category, line number 1 through 1755, as identified in Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/0/38B606833BBD98B386257FAA00602538?OpenDocument&Highlight=st00830se) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the aft pressure bulkhead is subject to widespread fatigue damage (WFD). We are issuing this AD to detect and correct cracks in the aft pressure bulkhead web, which could result in an uncontrolled decompression of the fuselage.

(f) Compliance

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

(g) Repetitive Inspections

At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015, or within 18 months after November 25, 2005 (the effective date of AD 2005-21-06), whichever occurs later: Do a low frequency eddy current (LFEC) or high frequency eddy current (HFEC) inspection, and a detailed inspection, of the aft and

forward sides, as applicable, of the aft pressure bulkhead web at the Y chord, above and below stringer S-15L and stringer S-15R, to detect discrepancies (including cracking, crack indications, discrepant fastener holes, and corrosion), in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015. Access and restoration procedures specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015, are not required by this AD. Operators may do those procedures following their maintenance practices.

(1) If no discrepancy is found: Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015.

(2) If any discrepancy is found: Do the actions specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD.

(i) Repair the discrepancy before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(ii) On areas that are not repaired, repeat the inspections thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015.

(h) Terminating Action for AD 2005-21-06

Accomplishment of the initial inspections required by paragraph (g) of this AD terminates the requirements of AD 2005-21-06.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 737-53A1248, dated September 9, 2004; or Boeing Alert Service Bulletin 737-53A1248, Revision 1, dated September 10, 2007; which are not incorporated by reference in this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

(1) For more information about this AD, contact Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6450; fax: 425-917-6590; email: Alan.Pohl@faa.gov.

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

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1248, Revision 2, dated October 14, 2015.

(ii) Reserved.

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

(4) You may view this service information at 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 August 30, 2016.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2016-19-06 Airbus: Amendment 39-18655; Docket No. FAA-2016-9108; Directorate Identifier 2016-NM-133-AD.

(a) Effective Date

This AD becomes effective October 3, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(4) of this AD, all manufacturer serial numbers, except those that have embodied Airbus Modification 40161 in production.

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

(d) Subject

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

(e) Reason

This AD was prompted by a report indicating that the aspirator on certain door 3, Type 1, escape slides might have been damaged because of incorrect packing during overhaul. We are issuing this AD to detect and correct damaged aspirators on door 3, Type 1, escape slides. Failure of an aspirator to inflate a door 3, Type 1, escape slide could prevent deployment of the escape slide during an emergency, possibly resulting in reduced evacuation capacity from the airplane and consequent injury to occupants.

(f) Compliance

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

(g) Inspection To Determine Part Number and Serial Number

Within 30 days after the effective date of this AD: Do an inspection to determine the part number and serial number of the door 3, Type 1, escape slides on the left and right sides of the airplane, in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A25L009-16, dated July 7, 2016. A review of airplane maintenance records is acceptable in lieu of this inspection if the

part number and serial number of the door 3, Type 1, escape slides can be conclusively determined from that review.

Note 1 to paragraph (g) of this AD: Airbus AOT A25L009-16, dated July 7, 2016, lists the corresponding airplane manufacturer serial numbers on which the affected slides (specified in table 1 to paragraphs (g), (i), and (j) of this AD) were re-installed after the last maintenance. That list of airplane manufacturer serial numbers is for information only because a potentially affected slide might have been removed from an airplane and later re-installed on another airplane.

Table 1 to Paragraphs (g), (i), and (j) of This AD–Affected Slides

Slide part No.	Slide serial No.
7A1509-027	AD0918, AD0975, AD0979, AD1111, and AD1155.
7A1509-037	AD0488, AD0759, AD0942, AD0960, AD1025, AD1033, AD1034, AD1080, and AD1184.
7A1509-123	AD1231, AD1232, AD1450, AD1565, AD1730, AD1737, AD1805, AD1822, and AD1860.
7A1509-125	AD1769, AD1780, AD1781, AD1816, AD1834, AD1841, AD1862, AD1869, AD2066, AD2103, AD2104, AD2178, AD2223, AD2263, AD2279, AD2301, AD2407, AD2409, and AD2497.

(h) Corrective Action

If, during the inspection required by paragraph (g) of this AD, any door 3, Type 1, escape slide having a part number and a serial number identified in table 1 to paragraphs (g), (i), and (j) of this AD is found: At the applicable compliance time specified in paragraph (h)(1) or paragraph (h)(2) of this AD, replace each affected door 3, Type 1, escape slide with a serviceable escape slide, in accordance with the instructions of Airbus Alert Operators Transmission A25L009-16, dated July 7, 2016.

(1) For affected slides on both the left and right sides of the airplane: Within 30 days after the effective date of this AD, after identification as required by paragraph (g) of this AD, replace at least one slide; and, within 10 months or 4,100 flight hours, whichever occurs first after the effective date of this AD, replace the second slide.

(2) For one affected slide on either the left or right side of the airplane: Within 10 months or 4,100 flight hours, whichever occurs first after the effective date of this AD, replace the slide.

(i) Serviceable Escape Slide

For the purpose of this AD, a serviceable escape slide is a brand new escape slide or one that has a part number and serial number identified in table 1 to paragraphs (g), (i) and (j) of this AD and was overhauled after May 1, 2016.

(j) Parts Installation Limitation

As of the effective date of this AD, an affected slide having a part number and serial number identified in table 1 to paragraphs (g), (i), and (j) of this AD may be installed on any airplane at the

door 3, Type 1, position, provided it can be positively determined that the slide was overhauled after May 1, 2016.

(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: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0137R1, dated July 21, 2016, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-9108.

(m) Material Incorporated by Reference

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

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

(i) Airbus Alert Operators Transmission A25L009-16, dated July 7, 2016.

(ii) Reserved.

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

(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 6, 2016.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2016-19-07 Dassault Aviation: Amendment 39-18656; Docket No. FAA-2016-6146; Directorate Identifier 2014-NM-120-AD.

(a) Effective Date

This AD is effective October 21, 2016.

(b) Affected ADs

This AD replaces AD 2008-19-08, Amendment 39-15675 (73 FR 54492, September 22, 2008) ("AD 2008-19-08").

(c) Applicability

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

(d) Subject

Air Transport Association (ATA) of America Code 30, Ice and Rain Protection.

(e) Reason

This AD was prompted by reports of collapse of the flexible hoses installed in the slat anti-icing systems on airplanes equipped with new, improved hoses. We are issuing this AD to prevent collapse of the flexible hoses in the slat anti-icing system, which could lead to insufficient anti-icing capability and, if icing is encountered in this situation, could result in reduced controllability of the airplane.

(f) Compliance

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

(g) Retained Repetitive Hose Replacement, With Revised Compliance Language

This paragraph restates the requirements of paragraph (h) of AD 2008-19-08, with revised compliance language. As of October 27, 2008 (the effective date of AD 2008-19-08): Replace the flexible hoses installed in the slat anti-icing system with new hoses having part number (P/N) FAL1007, in accordance with the Accomplishment Instructions of Dassault Service Bulletin F10-313, Revision 1, dated May 10, 2006, within 700 flight hours since the last replacement or within 100 flight hours after October 27, 2008, whichever occurs later, and thereafter at intervals not to exceed 700 flight hours. Accomplishing the replacement required by paragraph (h) or (i) of this AD ends the repetitive replacements required by this paragraph.

(h) New Requirement of This AD: Hose Replacement for Certain Part Numbers

Within 65 days after the effective date of this AD: Replace any flexible hose having part number (P/N) FAL1000, P/N FAL1001, or P/N FAL1005D with a new, improved flexible hose having P/N FAL1007, 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).

(i) Life-Limit for P/N FAL1007–Repetitive Replacements

At the later of the times specified in paragraphs (i)(1) and (i)(2) of this AD, replace any flexible hose having part number P/N FAL1007 with a serviceable flexible hose having P/N FAL1007, using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA. Thereafter, before the accumulation of 350 flight hours on any flexible hose having P/N FAL1007, replace the flexible hose with a serviceable flexible hose having P/N FAL1007.

(1) Before the accumulation of 350 flight hours on the flexible hose P/N FAL1007 since first installation on an airplane.

(2) At the earlier of the times specified in paragraphs (i)(2)(i) and (i)(2)(ii) of this AD.

(i) Within 200 flight hours after the effective date of this AD.

(ii) Before the accumulation of 700 flight hours on the flexible hose P/N FAL1007 since first installation on an airplane, or within 65 days after the effective date of this AD, whichever occurs later.

(j) Definition of Serviceable Flexible Hose

For the purpose of this AD, a serviceable flexible hose is a flexible hose having P/N FAL1007 that has accumulated less than 350 flight hours since first installation on an airplane.

(k) Parts Installation Limitation

After accomplishing the replacement required by paragraph (h) of this AD, no person may install a flexible hose in the slat anti-icing system on any airplane, unless that hose is a serviceable flexible hose having P/N FAL1007, and thereafter repetitive hose replacements are done as required by paragraph (i) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0104, dated May 7, 2014, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-6146.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 11, 2007, (72 FR 51161, September 62, 2007).

(i) Dassault Service Bulletin F10-313, Revision 1, dated May 10, 2006.

(ii) Reserved.

(4) 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.

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

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

Issued in Renton, Washington, on September 7, 2016.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.