

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2017-08**

4/3/2017 - 4/16/2017



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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-01			
2016-25-01		The Boeing Company	747-400, 747-400D, and 747-400F series; 757-200, -200PF, -200CB, and -300 series; 767-200, -300, -300F, and -400ER series; 767-300 and -300F series; and 767-300 and -300F series
2016-25-07	R 2012-11-15	The Boeing Company	767-200 and -300 series
2016-25-25		BAE (Operations) Limited	4101
2016-25-26		The Boeing Company	MD-90-30
2016-25-27		Airbus	A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R variant F
2016-25-29		The Boeing Company	767-200 and -300 series
2016-25-30		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
2016-25-31		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 A340-642
2016-26-02		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)
2016-26-03	R 2013-23-02	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2016-26-05	R 2014-26-08	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2017-01-07		Dassault Aviation	FAN JET FALCON; FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5; MYSTERE-FALCON 50
2017-01-08		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343 airplanes; and Model A340-211, -212, -213, -311, -312, -313, -541, and -642
2016-25-02		The Boeing Company	787-8 series
Biweekly 2017-02			
2016-26-06		The Boeing Company	787-8 airplanes
2016-26-07		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 airplanes
2017-01-01	R 2014-05-25	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2017-01-02		The Boeing Company	787-8 and 787-9 airplanes
2017-01-04		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-01-05		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-01-06		Airbus	A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes
2017-01-09		The Boeing Company	767-300 and 767-300F series airplanes
2017-01-10		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DF, and C-212-DE airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
Biweekly 2017-03			
No ADs			
Biweekly 2017-04			
2017-01-03	R 2007-11-13	The Boeing Company	717-200 airplanes
2017-01-09	COR	The Boeing Company	767-300 and 767-300F series airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
2017-02-02	2005-13-30	The Boeing Company	737-100, -200, and -200C series airplanes
2017-02-03		The Boeing Company	767-200, -300, and -400ER series airplanes

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2017-02-04		The Boeing Company	747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes
2017-02-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-02-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2017-02-09		The Boeing Company	747-400, -400D, and -400F series airplanes
2017-02-10	R 2013-19-04	The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-03-02	S 2014-16-10	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
Biweekly 2017-05			
2017-02-01		Rolls-Royce plc	Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan engines
2017-02-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-03-03	S 2013-05-18	Rolls-Royce plc	RB211 Trent 553-61, RB211 Trent 553A2-61, RB211 Trent 556-61, RB211 Trent 556A2-61, RB211 Trent 556B-61, RB211 Trent 556B2-61, RB211 Trent 560-61, and RB211 Trent 560A2-61 turbofan engines
2017-03-04	R 2012-16-07	The Boeing Company	737-500 series airplanes
2017-04-01		Gulfstream Aerospace Corporation	GVI airplanes
2017-04-02	R 2014-23-06	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-04-04	R 2012-16-08	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-04-05	R 2011-10-17	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, and B4-203 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2017-04-08	R 2008-13-12 R1	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-04-09	R 2012-22-12	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-04-10		Airbus	A318, A319, A320, A321 airplanes
2017-04-11		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-04-12		Embraer	EMB-135, EMB-145 airplanes
2017-04-13		The Boeing Company	747-8 and 747-8F series airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2017-05-02		Airbus	A318, A319, A320, A321 airplanes
2017-05-06		The Boeing Company	767-200 and -300 series airplanes
2017-05-07		The Boeing Company	777-200 and -300 series airplanes
Biweekly 2017-06			
2017-05-09		CFM International S.A.	CFM56-5B, CFM56-5B/P, CFM56-5B/3, CFM56-5B/2P, CFM56-5B/P1, CFM56-5B/2P1, and CFM56-5B/3B1 engines
2017-05-11	R 2012-08-11	Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-05-10	R 2015-16-02	Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes
2017-05-05		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2017-05-12		Airbus	A318-112; A319-111, -112, -115, -132, and -133; A320-214, -232, and -233; A321-211, -212, -213, -231, and -232 airplanes
Biweekly 2017-07			
2017-06-05		The Boeing Company	DC-6, DC-6A, DC-6B, C-118A, R6D-1, and R6D-1Z airplanes
2017-07-03		Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-06-04		Airbus	A300 B4-603, B4-620, and B4-622; A300 B4-605R and A300 B4-622R; and A300 C4-605R Variant F airplanes
2017-06-02		Fokker Services B.V.	F28 Mark 0100 airplanes

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2017-06-10		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-06-09		The Boeing Company	787-8 airplanes
2017-06-01	R 2017-03-04	The Boeing Company	737-500 series airplanes
2017-06-14		The Boeing Company	737-300, -400, and -500 series airplanes
2017-06-13		Textron Aviation Inc.	680 airplanes
2016-25-25	COR	BAE Systems (Operations) Limited	4101 airplanes
2017-06-12		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233 airplanes
Biweekly 2017-08			
2017-08-04	R 2015-03-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-07-06		Gulfstream Aerospace Corporation	G-1159B airplanes
2017-08-05	R 2016-13-05	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2017-06-07		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; and A340-642 airplanes
2017-07-03	COR	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-08-01	R 2013-22-19	Gulfstream Aerospace Corporation	GV and GV-SP airplanes
2017-06-08	R 2006-06-09 R 2012-05-08 R 2012-07-08	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD airplanes
2017-07-04	R 2013-24-17	General Electric Company	GE90-110B1 and GE90-115B engines
2017-08-02		Bombardier, Inc.	DHC-8-102, -103, and -106; DHC-8-201 and -202; DHC-8-301, -311, and -315 airplanes
2017-07-05		Airbus	A300 airplanes



2017-08-04 Bombardier, Inc.: Amendment 39-18853; Docket No. FAA-2016-6897; Directorate Identifier 2015-NM-187-AD.

(a) Effective Date

This AD is effective May 17, 2017.

(b) Affected ADs

This AD replaces AD 2015-03-01, Amendment 39-18097 (80 FR 7298, February 10, 2015) (“AD 2015-03-01”).

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by dislodged engine fan cowl access panels. We are issuing this AD to prevent damage to the fuselage and flight control surfaces from dislodged engine fan cowl panels, and prevent incorrect weight and balance calculations. Incorrect weight and balance calculations may shift the center of gravity beyond approved design parameters and affect in-flight control, which could endanger passengers and crew.

(f) Compliance

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

(g) Retained Fastener Installation, with Revised Service Information

This paragraph restates the requirements of paragraph (g) of AD 2015-03-01, with revised service information. Within 6,000 flight hours after March 17, 2015 (the effective date of AD 2015-03-01): Install attaching hardware on the left and right engine fan cowl access panels and the nacelle attaching structures, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601R-71-034, Revision B, dated August 1, 2014; or Bombardier Service Bulletin, 601R-71-034, Revision D, dated October 7, 2016. As of the effective date of this AD, only Bombardier Service Bulletin, 601R-71-034, Revision D, dated October 7, 2016, may be used.

(h) Inserting Weight and Balance Data

Within 6,000 flight hours after the effective date of this AD, revise the applicable Weight and Balance Manual to include the weight and balance data specified in Bombardier Service Bulletin, 601R-71-034, Revision D, dated October 7, 2016.

(i) Credit for Previous Actions

(1) 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 Bombardier Service Bulletin 601R-71-034, dated March 31, 2014; Bombardier Service Bulletin 601R-71-034, Revision A, dated April 28, 2014; or Bombardier Service Bulletin 601R-71-034, Revision C, dated May 8, 2015.

(2) This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 601R-71-034, Revision C, dated May 8, 2015.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(ii) Global AMOC 15-36, dated August 28, 2015, is approved as an AMOC for the corresponding provisions of paragraph (g) of this AD.

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-20R1, dated August 12, 2015. 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-2016-6897.

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

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on May 17, 2017.

(i) Bombardier Service Bulletin 601R-71-034, Revision D, dated October 7, 2016.

(ii) Reserved.

(4) The following service information was approved for IBR on March 17, 2015 (80 FR 7298, February 10, 2015).

(i) Bombardier Service Bulletin 601R-71-034, Revision B, dated August 1, 2014.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on March 31, 2017.

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



2017-07-06 Gulfstream Aerospace Corporation: Amendment 39-18844; Docket No. FAA-2016-9385; Directorate Identifier 2016-NM-111-AD.

(a) Effective Date

This AD is effective May 15, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Gulfstream Model G-1159B airplanes, certificated in any category.

Note 1 to paragraph (c) of this AD: Model G-1159B airplanes are also referred to by marketing designation GIIB.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a review of airplane maintenance records, which revealed that incorrect rudder assemblies were installed on certain airplanes. We are issuing this AD to detect and correct the installation of incorrect rudder assemblies, which could result in flutter and subsequent loss of the rudder, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Inspection To Determine Rudder Assembly Part Number (P/N) and Verification of Maintenance Records

Within 12 months after the effective date of this AD, do an inspection to determine the part number of the rudder assembly, in accordance with the Accomplishment Instructions of Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016, except as provided by paragraph (i)(1) of this AD. If the rudder assembly does not have P/N 1159CS20004-3, within 12 months after the effective date of this AD, verify that the rudder assembly part number recorded in the aircraft maintenance records matches the part number of the rudder assembly installed on the airplane and if the rudder assembly part number does not match, correct the aircraft maintenance records accordingly.

(h) Additional Inspection and Corrective Action

If, during the inspection required by paragraph (g) of this AD, a rudder assembly having P/N 1159CS20004-3 is found, before further flight, do a general visual inspection of the middle and upper rudder hinges to determine if a one-piece or two-piece hinge is installed, in accordance with the Accomplishment Instructions of Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016, and do the applicable action specified in paragraph (h)(1) or (h)(2) of this AD, except as required by paragraph (i)(2) of this AD.

(1) For airplanes with a one-piece hinge installed: Do the actions specified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) Modify the rudder assembly, in accordance with the Accomplishment Instructions of Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016.

Note 2 to paragraph (h)(1)(i) of this AD: Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016, refers to Gulfstream GII Aircraft Service Change Number 300, Amendment 1, dated May 21, 1984, as an additional source of guidance for accomplishment of the rudder modification.

(ii) Replace the rudder assembly with a rudder assembly that has been modified as specified in Gulfstream GII Aircraft Service Change Number 300. Do the replacement using a method approved in accordance with the procedures specified in paragraph (k)(1) of this AD.

(2) For airplanes with a two-piece hinge installed: Re-identify the rudder assembly as having incorporated the actions in Gulfstream GII Aircraft Service Change Number 300, in accordance with the Accomplishment Instructions of Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016.

(i) Exceptions to Service Bulletin Specifications

(1) Where Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016, specifies to record the rudder part number and serial number on the service reply card, that action is not required by this AD.

(2) Where Gulfstream GII/IIB Customer Bulletin Number 468, dated February 17, 2016, specifies to contact Gulfstream for instructions on modifying the rudder assembly, this AD requires modifying the rudder assembly before further flight using a method approved in accordance with the procedures specified in paragraph (k)(1) of this AD.

(j) Special Flight Permits

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

(k) 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.

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

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

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

(l) Related Information

For more information about this AD, contact Krista Greer, Aerospace Engineer, Airframe Branch, ACE-117A, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5544; fax: 404-474-5606; email: krista.greer@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 GII/IIB Customer Bulletin Number 468, dated February 17, 2016.

(ii) Reserved.

(3) For 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 March 27, 2017.

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



2017-08-05 General Electric Company: Amendment 39-18854; Docket No. FAA-2015-7491; Directorate Identifier 2015-NE-39-AD

(a) Effective Date

This AD is effective May 19, 2017.

(b) Affected ADs

This AD replaces AD 2016-13-05, Amendment 39-18569 (81 FR 41208, June 24, 2016; corrected June 30, 2016, 81 FR 42475).

(c) Applicability

This AD applies to General Electric Company (GE) GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines with a high-pressure compressor (HPC) stage 8-10 spool, part numbers (P/Ns) 1694M80G04, 1844M90G01, or 1844M90G02, installed.

(d) Subject

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

(e) Unsafe Condition

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

(f) Compliance

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

(1) For HPC stage 8-10 spool, P/N 1694M80G04, all serial numbers (S/Ns), or HPC stage 8-10 spool, P/N 1844M90G01 or 1844M90G02, with a S/N listed in Figure 1 to paragraph (f) of this AD; perform an on-wing ultrasonic inspection (USI) of the stage 8 aft web upper face as follows:

(i) Perform an initial USI after reaching 8,000 cycles since new (CSN), but, before exceeding 9,000 CSN, or within 500 cycles in service after July 29, 2016, whichever occurs later.

(ii) Thereafter, perform a USI of the stage 8 aft web upper face every 500 cycles since last inspection.

(iii) Compliance with paragraph (f)(2)(i) or (f)(2)(iii) of this AD is terminating action for the initial and repetitive USIs specified by paragraphs (f)(1)(i) and (ii) of this AD.

Figure 1 to Paragraph (f)–HPC Stage 8-10 Spool S/Ns

Part Nos.	Serial Nos.				
1844M90G01	GWN005MF	GWNBK753	GWNBS077	GWNBS497	GWNBS724
	GWN005MG	GWNBK754	GWNBS078	GWNBS499	GWNBS794
	GWN0087M	GWNBK841	GWNBS079	GWNBS500	GWNBS810
	GWN0087N	GWNBK842	GWNBS080	GWNBS501	GWNBS811
	GWN00DGK	GWNBK843	GWNBS081	GWNBS502	GWNBS812
	GWN00DGL	GWNBK844	GWNBS157	GWNBS609	GWNBS813
	GWNBK992	GWNBK952	GWNBS158	GWNBS610	GWNBS814
	GWNBK667	GWNBK953	GWNBS159	GWNBS611	GWNBS910
	GWNBK674	GWNBK954	GWNBS160	GWNBS612	GWNBS911
	GWNBK675	GWNBK955	GWNBS266	GWNBS613	GWNBS912
	GWNBK743	GWNBK956	GWNBS267	GWNBS614	GWNBS914
	GWNBK744	GWNBK957	GWNBS268	GWNBS721	GWNBS915
	GWNBK751	GWNBK958	GWNBS269	GWNBS722	GWNBS982
	GWNBK752	GWNBK959	GWNBS270	GWNBS723	GWNBS983
	1844M90G02	GWN00C2T	GWN01C5N	GWN02N8D	GWN03RTM
GWN00C2V		GWN01GE2	GWN02T3R	GWN03RTP	GWN04GHT
GWN00G2N		GWN01GE3	GWN02WGM	GWN040RL	GWN04GHW
GWN00G2P		GWN01GE4	GWN0311K	GWN040RM	GWN04GJ0
GWN00PPF		GWN01GE6	GWN035PP	GWN040RN	GWN04JW6
GWN00PFR		GWN01WH1	GWN038TD	GWN040RP	GWN04JW7
GWN00T2N		GWN02688	GWN039TG	GWN04202	GWN04JW8
GWN00YHV		GWN02689	GWN03G2R	GWN0435W	GWN04L7K
GWN0125G		GWN0268A	GWN03G2W	GWN04360	GWN04L7L
GWN0125H		GWN02DP2	GWN03G30	GWN04361	GWN04MT7
GWN0166K		GWN02DP3	GWN03JPC	GWN04362	GWN04MT8
GWN01C5K		GWN02F9F	GWN03JPD	GWN04ATG	GWNBS984
GWN01C5L		GWN02F9G	GWN03N8P	GWN04ATH	
GWN01C5M		GWN02L9T	GWN03N8R	GWN04E20	

(2) For all HPC stage 8-10 spools, P/N 1694M80G04, 1844M90G01, or 1844M90G02, perform an eddy current inspection (ECI) of the stage 8 aft upper face as follows:

(i) Perform an initial ECI of the stage 8 aft web upper face at the next shop visit after the effective date of this AD.

(ii) Thereafter, perform an ECI of the stage 8 aft web upper face at each subsequent shop visit.

(iii) If you performed an ECI of the stage 8 aft web upper surface before the effective date of the AD, you met the requirements of paragraph (f)(2)(i) of this AD.

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

(g) Definition

For the purpose of this AD, an engine shop visit is the induction of an engine into the shop for maintenance during which the compressor discharge pressure seal face is exposed.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

(1) For more information about this AD, contact John Frost, Aerospace Engineer, Engine Certification Office, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; email: john.frost@faa.gov.

(2) GE GE90 Service Bulletin (SB) 72-1151, Revision 01, dated September 13, 2016; GE GE90 SB 72-1151, Revision 0, dated June 10, 2016; Chapter 72-31-08, Special Procedures 003; and Chapter 72-00-31, Special Procedures 006, in GE GE90 Engine Manual, GEK100700, Revision 68, dated September 1, 2016, can be obtained from GE using the contact information in paragraph (i)(3) of this AD. These SBs describe procedures for an on-wing USI of the stage 8 web of the stage 8-10 spool. These engine manual procedures describe how to perform ECI of the stage 8 aft web of the stage 8-10 spool.

(3) For service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-3329; email: geae.aoc@ge.com.

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

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on April 5, 2017.
 Carlos A. Pestana,
 Acting Manager, Engine & Propeller Directorate,
 Aircraft Certification Service.



2017-06-07 Airbus: Amendment 39-18831; Docket No. FAA-2016-8851; Directorate Identifier 2016-NM-070-AD.

(a) Effective Date

This AD is effective May 15, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-223F and -243F airplanes; A330-201, -202, -203, -223, and -243 airplanes; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; A340-211, -212, and -213 airplanes; A340-311, -312, and -313 airplanes; A340-541 airplanes; and A340-642 airplanes; certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by reports that nonconforming aluminum alloy was used to manufacture several structural parts on the inboard flap. We are issuing this AD to detect and correct structural parts of inboard flaps made of nonconforming aluminum alloy, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Inboard Flap Serial Number Identification

Within 24 months after the effective date of this AD: Inspect each left-hand (LH) and right-hand (RH) inboard flap, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3120, dated September 18, 2015; or Airbus Service Bulletin A340-57-5036, dated September 18, 2015; as applicable; to identify the serial number. A review of airplane delivery and maintenance records is acceptable in lieu of inspecting the inboard flaps, provided those records can be relied upon for that purpose and the serial number of the affected parts can be conclusively identified from that review. The serial numbers of affected inboard flaps are identified in figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD.

Note 1 to paragraphs (g) and (h) of this AD: Airbus Service Bulletin A330-57-3120, dated September 18, 2015; and Airbus Service Bulletin A340-57-5036, dated September 18, 2015; list the serial numbers of potentially affected LH and RH inboard flaps and the corresponding airplane serial number on which these parts were installed during production. The airplane serial number list is for information only, as it cannot be excluded that a potentially affected inboard flap has been removed from an airplane and later re-installed on another airplane.

Figure 1 to Paragraphs (g), (j)(1), and (j)(2) of This AD–Affected Flap Serial Numbers (s/n)

Date of first operation (dd/mm/yy)	LH s/n	RH s/n	Date of first operation (dd/mm/yy)	LH s/n	RH s/n	Date of first operation (dd/mm/yy)	LH s/n	RH s/n
29/09/10	TB 11004	TB 11004	28/02/11	TB 11202	TB 11201	19/12/12	TB 11349	TB 11349
21/07/09	TB 11030	TB 11028	22/02/11	TB 11198	TB 11202	17/12/12	TB 11352	TB 11352
17/08/09	TB 11034	TB 11002	07/03/11	TB 11203	TB 11203	15/11/12	TB 11353	TB 11353
21/05/10	TB 11031	TB 11031	30/03/11	TB 11204	TB 11204	30/10/12	TB 11354	TB 11354
09/08/10	TB 11071	TB 11071	31/05/11	TB 11205	TB 11229	22/10/12	TB 11355	TB 11355
10/07/09	TB 11033	TB 11057	15/03/11	TB 11206	TB 11206	31/10/12	TB 11383	TB 11357
06/08/10	TB 11036	TB 11098	24/03/11	TB 11208	TB 11208	30/10/12	TB 11380	TB 11356
29/07/09	TB 11035	TB 11035	04/04/11	TB 11209	TB 11209	26/11/12	TB 11359	TB 11393
19/08/09	TB 11057	TB 11036	22/03/11	TB 11210	TB 11210	30/11/12	TB 11361	TB 11361
23/12/09	TB 11037	TB 11033	23/03/11	TB 11211	TB 11213	16/11/12	TB 11358	TB 11358
14/09/09	TB 11038	TB 11038	24/03/11	TB 11212	TB 11212	30/11/12	TB 11325	TB 11360
17/09/10	TB 11042	TB 11039	14/04/11	TB 11213	TB 11214	12/12/12	TB 11399	TB 11365
23/09/09	TB 11040	TB 11040	14/04/11	TB 11229	TB 11215	26/11/12	TB 11362	TB 11362
11/09/09	TB 11041	TB 11041	11/04/11	TB 11215	TB 11217	09/11/12	TB 11363	TB 11363
12/05/10	TB 11046	TB 11042	06/04/11	TB 11216	TB 11216	30/11/12	TB 11364	TB 11364
01/10/09	TB 11043	TB 11043	12/04/11	TB 11217	TB 11219	23/11/12	TB 11365	TB 11368
01/10/09	TB 11044	TB 11044	15/04/11	TB 11218	TB 11218	07/12/12	TB 11366	TB 11366
08/09/09	TB 11047	TB 11045	04/05/11	TB 11219	TB 11221	06/12/12	TB 11367	TB 11367
07/09/09	TB 11049	TB 11046	29/04/11	TB 11220	TB 11220	19/12/12	TB 11368	TB 11370
18/09/09	TB 1970	TB 11047	11/05/11	TB 11238	TB 11222	11/12/12	TB 11369	TB 11369
30/09/09	TB 11048	TB 11048	13/05/11	TB 11222	TB 11223	21/12/12	TB 11370	TB 11372
26/10/09	TB 11055	TB 11049	06/05/11	TB 11223	TB 11224	13/12/12	TB 11372	TB 11375
03/09/10	TB 11051	TB 11051	19/05/11	TB 11224	TB 11225	20/12/12	TB 11373	TB 11373
30/10/09	TB 11054	TB 11054	19/05/11	TB 11225	TB 11205	21/12/12	TB 11374	TB 11374
19/11/09	TB 11053	TB 11053	29/06/11	TB 11226	TB 11226	16/01/13	TB 11375	TB 11377
28/10/10	TB 11008	TB 11019	25/05/11	TB 11227	TB 11227	11/01/13	TB 11376	TB 11376
27/10/09	TB 11015	TB 11055	16/05/11	TB 11228	TB 11228	15/01/13	TB 11377	TB 11350
28/10/09	TB 11059	TB 11059	10/06/11	TB 11092	TB 11092	05/02/13	TB 11378	TB 11381
29/10/09	TB 11060	TB 11060	23/11/11	TB 11231	TB 11231	25/01/13	TB 11379	TB 11379

16/11/10	TB 11063	TB 11063	08/07/11	TB 11232	TB 11232	18/01/13	TB 11382	TB 11380
23/12/09	TB 11061	TB 11061	23/06/11	TB 11234	TB 11234	22/03/13	TB 11381	TB 11382
23/11/09	TB 11066	TB 11066	22/06/11	TB 11233	TB 11233	27/02/13	TB 11371	TB 11371
03/11/10	TB 11070	TB 11070	24/06/11	TB 11237	TB 11237	08/03/13	TB 11385	TB 11383
30/11/09	TB 11065	TB 11065	15/06/11	TB 11235	TB 11235	06/02/13	TB 11384	TB 11384
30/11/09	TB 11032	TB 11032	01/07/11	TB 11236	TB 11236	05/02/13	TB 11386	TB 11385
18/11/09	TB 11067	TB 11067	12/07/11	TB 11239	TB 11239	19/02/13	TB 11406	TB 11389
17/12/09	TB 11072	TB 11072	25/11/11	TB 11115	TB 11115	16/03/13	TB 11387	TB 11387
24/11/09	TB 11074	TB 11074	29/07/11	TB 11240	TB 11240	25/02/13	TB 11388	TB 11388
17/09/10	TB 11147	TB 11147	06/10/11	TB 11243	TB 11243	15/02/13	TB 11390	TB 11390
23/12/09	TB 11095	TB 11095	29/07/11	TB 11244	TB 11241	25/02/13	TB 11392	TB 11392
10/12/09	TB 11075	TB 11075	03/08/11	TB 11245	TB 11245	01/03/13	TB 11391	TB 11403
07/12/09	TB 11076	TB 11076	29/08/11	TB 11246	TB 11244	01/03/13	TB 11394	TB 11394
23/12/09	TB 11077	TB 11077	22/08/11	TB 11247	TB 11247	11/03/13	TB 11393	TB 11395
22/12/09	TB 11069	TB 11069	20/12/11	TB 11248	TB 11246	08/03/13	TB 11397	TB 11397
07/12/09	TB 11079	TB 11079	30/08/11	TB 11249	TB 11249	14/03/13	TB 11395	TB 11399
19/01/10	TB 11078	TB 11078	25/08/11	TB 11136	TB 11248	18/03/13	TB 11396	TB 11396
11/02/10	TB 11081	TB 11081	06/09/11	TB 11250	TB 11250	18/03/13	TB 11356	TB 11400
26/03/10	TB 11080	TB 11080	27/09/11	TB 11252	TB 11254	28/03/13	TB 11398	TB 11398
28/01/10	TB 11082	TB 11082	28/09/11	TB 11221	TB 11251	22/03/13	TB 11401	TB 11401
28/01/10	TB 11084	TB 11084	15/09/11	TB 11214	TB 11255	09/04/13	TB 11400	TB 11402
04/02/10	TB 11098	TB 11030	20/10/11	TB 11266	TB 11256	21/03/13	TB 11404	TB 11404
29/01/10	TB 11085	TB 11085	19/12/11	TB 11258	TB 11258	09/04/13	TB 11402	TB 11405
05/02/10	TB 11039	TB 11037	19/10/11	TB 11255	TB 11259	26/04/13	TB 11403	TB 11407
29/03/10	TB 11086	TB 11086	10/11/11	TB 11259	TB 11260	15/04/13	TB 11360	TB 11406
09/03/10	TB 11087	TB 11087	05/10/11	TB 11261	TB 11261	11/04/13	TB 11407	TB 11408
15/04/10	TB 11088	TB 11088	17/10/11	TB 11260	TB 11263	19/04/13	TB 11409	TB 11409
16/04/10	TB 11089	TB 11089	10/11/11	TB 11254	TB 11252	24/04/13	TB 11410	TB 11410
29/03/10	TB 11090	TB 11090	17/11/11	TB 11262	TB 11262	19/04/13	TB 11411	TB 11411
11/06/10	TB 11091	TB 11091	16/11/11	TB 11263	TB 11264	22/04/13	TB 11408	TB 11412
22/06/11	TB 11230	TB 11230	16/11/11	TB 11264	TB 11265	26/04/13	TB 11413	TB 11413
23/03/10	TB 11093	TB 11093	25/11/11	TB 11265	TB 11266	30/04/13	TB 11414	TB 11414
23/02/10	TB 11094	TB 11094	28/11/11	TB 11267	TB 11267	22/04/13	TB 11412	TB 11415
24/03/10	TB 11073	TB 11073	05/12/11	TB 11268	TB 11268	15/07/13	TB 11416	TB 11416
31/03/10	TB 11096	TB 11096	29/11/11	TB 11270	TB 11270	17/05/13	TB 11405	TB 11417
16/03/10	TB 11097	TB 11097	06/12/11	TB 11271	TB 11271	28/05/13	TB 11415	TB 11418
10/03/10	TB 11101	TB 11101	12/12/11	TB 11272	TB 11272	23/05/13	TB 11419	TB 11419

15/03/10	TB 11099	TB 11099	07/12/11	TB 11275	TB 11275	17/05/13	TB 11417	TB 11421
23/03/10	TB 11100	TB 11100	14/12/11	TB 11269	TB 11269	30/05/13	TB 11418	TB 11420
16/06/10	TB 11105	TB 11105	15/12/11	TB 11274	TB 11274	30/05/13	TB 11357	TB 11386
07/12/10	TB 11102	TB 11130	12/12/11	TB 11276	TB 11276	27/05/13	TB 11420	TB 11422
13/04/10	TB 11106	TB 11106	11/01/12	TB 11279	TB 11279	13/06/13	TB 11421	TB 11423
27/04/10	TB 11104	TB 11104	20/01/12	TB 11278	TB 11278	04/06/13	TB 11424	TB 11424
30/04/10	TB 11103	TB 11103	19/01/12	TB 11164	TB 11164	17/06/13	TB 11426	TB 11378
07/04/10	TB 11108	TB 11108	12/01/12	TB 11277	TB 11277	10/06/13	TB 11423	TB 11427
16/04/10	TB 11133	TB 11133	19/01/12	TB 11280	TB 11281	27/06/13	TB 11428	TB 11428
10/05/10	TB 11114	TB 11114	23/01/12	TB 11298	TB 11282	20/06/13	TB 11425	TB 11425
10/05/10	TB 11110	TB 11110	17/01/12	TB 11282	TB 11284	27/06/13	TB 11429	TB 11426
06/05/10	TB 11116	TB 11116	30/01/12	TB 11283	TB 11283	21/06/13	TB 11427	TB 11429
27/05/10	TB 11112	TB 11112	01/02/12	TB 11284	TB 11285	01/07/13	TB 11434	TB 11434
13/07/11	TB 11241	TB 11238	24/02/12	TB 11286	TB 11286	01/07/13	TB 11432	TB 11432
11/05/10	TB 11111	TB 11034	17/02/12	TB 11285	TB 11287	23/07/13	TB 11430	TB 11430
17/06/10	TB 11118	TB 11118	29/02/12	TB 11287	TB 11289	31/07/13	TB 11431	TB 11431
09/06/10	TB 11120	TB 11120	22/02/12	TB 11288	TB 11288	19/07/13	TB 11436	TB 11436
16/07/10	TB 11122	TB 11122	23/02/12	TB 11289	TB 11291	12/07/13	TB 11433	TB 11433
06/07/10	TB 11123	TB 11123	24/02/12	TB 11290	TB 11290	01/08/13	TB 11437	TB 11437
21/05/10	TB 11124	TB 11124	21/02/12	TB 11291	TB 11293	15/07/13	TB 11435	TB 11435
12/07/10	TB 11126	TB 11126	04/04/12	TB 11292	TB 11292	19/07/13	TB 11438	TB 11316
28/06/10	TB 11127	TB 11127	05/04/12	TB 11293	TB 11294	13/11/13	TB 11440	TB 11438
18/06/10	TB 11129	TB 11129	20/03/12	TB 11294	TB 11296	06/08/13	TB 11441	TB 11441
22/06/10	TB 11130	TB 11102	09/03/12	TB 11295	TB 11295	02/08/13	TB 11439	TB 11439
24/09/10	TB 11135	TB 11135	30/03/12	TB 11296	TB 11298	05/08/13	TB 11442	TB 11440
25/06/10	TB 11132	TB 11132	29/03/12	TB 11297	TB 11297	09/08/13	TB 11443	TB 11391
26/07/10	TB E11006	TB 11111	16/03/12	TB 11299	TB 11175	27/08/13	TB 11446	TB 11442
23/07/10	TB 11138	TB 11138	29/03/12	TB 11300	TB 11300	19/08/13	TB 11447	TB 11443
14/09/11	TB 11251	TB 11136	18/04/12	TB 11281	TB 11301	04/09/13	TB 11444	TB 11444
15/07/10	TB 11062	TB 11062	12/04/12	TB 11302	TB 11180	03/09/13	TB 11445	TB 11445
23/07/10	TB 11141	TB 11141	26/04/12	TB 11301	TB 11303	25/09/13	TB 11449	TB 11446
23/08/10	TB 11145	TB 11145	20/04/12	TB 11303	TB 11306	13/09/13	TB 11450	TB 11447
27/08/10	TB 11117	TB 11117	24/04/12	TB 11304	TB 11307	29/10/13	TB 11448	TB 11448
13/08/10	TB 11146	TB 11146	27/04/12	TB 11305	TB 11305	26/09/13	TB 11453	TB 11449
13/09/10	TB 11149	TB 11149	25/04/12	TB 11306	TB 11308	02/12/13	TB 11454	TB 11450
27/09/10	TB 11150	TB 11150	26/04/12	TB 11307	TB 11196	25/09/13	TB 11451	TB 11451

14/11/11	TB 11148	TB 11148	14/05/12	TB 11308	TB 11310	25/09/13	TB 11472	TB 11464
17/09/10	TB 11151	TB 11151	10/05/12	TB 11310	TB 11312	27/09/13	TB 11457	TB 11453
28/09/10	TB 11107	TB 11107	11/05/12	TB 11312	TB 11317	28/10/13	TB 11458	TB 11454
27/09/10	TB 11159	TB 11159	09/05/12	TB 11309	TB 11299	22/10/13	TB 11456	TB 11455
25/10/10	TB 11153	TB 11153	25/05/12	TB 11311	TB 11311	11/10/13	TB 11455	TB 11456
29/09/10	TB 11155	TB 11155	29/05/12	TB 11313	TB 11313	25/10/13	TB 11459	TB 11459
08/10/10	TB 11156	TB 11156	31/05/12	TB 11314	TB 11314	20/11/13	TB 11460	TB 11458
13/10/10	TB 11157	TB 11157	28/06/12	TB 11317	TB 11315	17/10/13	TB 11461	TB 11461
15/10/10	TB 11168	TB 11168	15/06/12	TB 11316	TB 11336	21/10/13	TB 11462	TB 11460
13/10/10	TB 11186	TB 11160	15/06/12	TB 11318	TB 11318	23/10/13	TB 11463	TB 11463
22/10/10	TB 11161	TB 11161	31/05/12	TB 11319	TB 11319	05/11/13	TB 11465	TB 11462
22/10/10	TB 11163	TB 11163	18/06/12	TB 11320	TB 11320	04/11/13	TB 11466	TB 11466
25/01/12	TB 11256	TB 11280	22/06/12	TB 11321	TB 11321	13/11/13	TB 11452	TB 11473
22/11/10	TB 11165	TB 11165	19/07/12	TB 11322	TB 11322	04/11/13	TB 11389	TB 11465
10/11/10	TB 11167	TB 11167	29/06/12	TB 11323	TB 11323	22/11/13	TB 11468	TB 11457
02/12/10	TB 1960	TB 1960	11/07/12	TB 11324	TB 11324	27/11/13	TB 11467	TB 11467
15/11/10	TB 11169	TB 11169	26/06/12	TB 11348	TB 11325	11/12/13	TB 11470	TB 11468
30/11/10	TB 11178	TB 11170	09/07/12	TB 11326	TB 11326	18/11/13	TB 11469	TB 11469
10/11/10	TB 11171	TB 11171	03/07/12	TB 11327	TB 11327	02/12/13	TB 11474	TB 11470
30/11/10	TB 11183	TB 11172	12/07/12	TB 11328	TB 11328	02/12/13	TB 11471	TB 11471
26/11/10	TB 11173	TB 11173	16/07/12	TB 11329	TB 11329	30/12/13	TB 11503	TB 11488
14/12/10	TB 11174	TB 11174	24/08/12	TB 11330	TB 11330	16/12/13	TB 11476	TB 11474
15/06/12	TB 11175	TB 11302	13/07/12	TB 11331	TB 11331	16/12/13	TB 11477	TB 11477
19/11/10	TB 11177	TB 11177	23/07/12	TB 11332	TB 11332	06/12/13	TB 11475	TB 11475
23/12/10	TB 11172	TB 11178	29/08/12	TB 11333	TB 11333	03/12/13	TB 11479	TB 11476
11/04/12	TB 11315	TB 11304	10/08/12	TB 11334	TB 11334	09/12/13	TB 11480	TB 11480
16/12/10	TB 11181	TB 11181	23/07/12	TB 11335	TB 11335	09/12/13	TB 11478	TB 11489
15/12/10	TB 11184	TB 11183	30/08/12	TB 11337	TB 11337	09/12/13	TB 11481	TB 11481
15/12/10	TB 11187	TB 11184	30/07/12	TB 11336	TB 11309	17/12/13	TB 11482	TB 11482
14/01/11	TB 11188	TB 11188	31/08/12	TB 11180	TB 11339	09/01/14	TB 11483	TB 11483
25/01/11	TB 11189	TB 11187	18/09/12	TB 11340	TB 11340	21/01/14	TB 11484	TB 11484
21/01/11	TB 11160	TB 11189	30/11/12	TB 11339	TB 11341	27/02/14	TB 11486	TB 11486
12/01/11	TB 11190	TB 11190	12/09/12	TB 11341	TB 11343	27/01/14	TB 11487	TB 11487
25/01/11	TB 11192	TB 11186	15/10/12	TB 11343	TB 11345	17/01/14	TB 11485	TB 11485
07/02/11	TB 11191	TB 11191	17/09/12	TB 11346	TB 11347	31/01/14	TB 11489	TB 11490
07/02/11	TB 11193	TB 11192	28/09/12	TB 11345	TB 11344	14/01/14	TB 11490	TB 11491
18/02/11	TB 11195	TB 11193	09/10/12	TB 11342	TB 11342	29/01/14	TB 11488	TB 11492

24/02/11	TB 11196	TB 11195	24/09/12	TB 11344	TB 11346	30/01/14	TB 11492	TB 11493
25/02/11	TB 11199	TB 11211	15/10/12	TB 11347	TB 9015	24/01/14	TB 11493	TB 11479
25/02/11	TB 11200	TB 11198	21/09/12	TB 11338	TB 11348	27/02/14	TB 11491	TB 11494
21/02/11	TB 11201	TB 11199	19/10/12	TB 11350	TB 11359	16/06/14	TB 11495	TB 11495
14/02/11	TB 11170	TB 11200	17/10/12	TB 11351	TB 11351	14/02/14	TB 11498	TB 11498

(h) Eddy Current Conductivity Measurement

For each affected inboard flap: Within 6 years after the effective date of this AD, or within 12 years after the date of the flap first operation, as specified in figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD, whichever occurs first, accomplish an eddy current conductivity measurement, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3120, dated September 18, 2015; or Airbus Service Bulletin A340-57-5036, dated September 18, 2015; as applicable.

(i) Replacement

If a part manufactured from nonconforming material is detected during the eddy current inspection required by paragraph (h) of this AD: Within 30 days after doing the eddy current inspection, obtain replacement instructions 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); and, within the compliance time specified in those instructions, accomplish the replacement accordingly.

(j) Parts Installation Limitation

As of the effective date of this AD, an inboard flap may be installed on any airplane, provided the part is a serviceable part. A serviceable part is:

- (1) A part that is not listed by serial number in figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD; or
- (2) A part that has a serial number listed in figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD, and has passed an eddy current conductivity measurement within the compliance time specified in this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3120, dated September 18, 2015; or Airbus Service Bulletin A340-57-5036, dated September 18, 2015; as applicable.

(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. The AMOC approval letter must specifically reference this AD.

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

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0231, dated November 22, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-8851.

(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 A330-57-3120, dated September 18, 2015.

(ii) Airbus Service Bulletin A340-57-5036, dated September 18, 2015.

(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 March 10, 2017.

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



2017-07-03 Airbus: Amendment 39-18841; Docket No. FAA-2017-0245; Directorate Identifier 2017-NM-023-AD.

(a) Effective Date

This AD is effective April 17, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-243, -243F, -341, -342, and -343 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that cracks can develop on the ripple damper of the hydraulic pressure tube assembly, which could lead to hydraulic leakage and consequent loss of the green hydraulic system. This AD was also prompted by reports of failure of the ripple damper of the hydraulic pressure tube assembly. We are issuing this AD to prevent cracking and failure of the ripple damper of the hydraulic pressure tube assembly, which could, in combination with other system failures, result in reduced control of the airplane.

(f) Compliance

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

(g) Definition of Affected Part

For the purpose of this AD, a hydraulic pressure tube assembly, part number (P/N) AE711121-18, as introduced by Airbus mod 205242, is hereafter referred to as an “affected part” in this AD.

(h) Definition of Serviceable Part

For the purpose of this AD, a “serviceable part” is a hydraulic pressure tube assembly (which has a double-welded ripple damper installed), P/N AE711121-18 Rev A, that has accumulated fewer than 800 total flight cycles since first installation on an airplane. The hydraulic pressure tube assembly, P/N AE711121-18 Rev A, is introduced by Airbus mod 206979 on the production line.

(i) Identification of Affected Parts

Within 15 days after April 17, 2017 (the effective date of this AD), inspect to determine the part number of the hydraulic pressure tube assembly that is installed on each engine. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the hydraulic pressure tube assembly can be conclusively determined from that review.

(j) Replacement of Affected Parts

Within the compliance time specified in table 1 to paragraph (j) of this AD, as applicable, or within 4 months after April 17, 2017 (the effective date of this AD), whichever occurs first, replace each affected part (see paragraph (g) of this AD) with a serviceable part (see paragraph (h) of this AD), in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A71L012-16, Revision 01, dated February 24, 2017.

Table 1 to Paragraph (j) of This AD—Replacement Compliance Times

Flight cycles accumulated *	Compliance time
Fewer than 775 total flight cycles	Before exceeding 800 total flight cycles on the affected hydraulic pressure tube assembly since first installation on an airplane.
775 total flight cycles or more	Within 25 flight cycles after April 17, 2017 (the effective date of this AD).
An unknown number of flight cycles accumulated	Within 25 flight cycles after April 17, 2017 (the effective date of this AD).

* Unless specified otherwise, the flight cycles in the “flight cycles accumulated” column of table 1 to paragraph (j) of this AD are those accumulated by an affected hydraulic pressure tube assembly, on April 17, 2017 (the effective date of this AD), since first installation on an airplane.

(k) Repetitive Replacement of Serviceable Parts—Life Limit

Before a serviceable part (see paragraph (h) of this AD) exceeds 800 total flight cycles since first installation on an airplane, replace it with a serviceable part, in accordance with the instructions of Airbus AOT A71L012-16, Revision 01, dated February 24, 2017.

(l) Engine Installation Limitation

As of April 17, 2017 (the effective date of this AD), except as required by paragraph (m) of this AD, it is allowed to install on any airplane a replacement engine having an affected part (see paragraph (g) of this AD) installed, provided that, before that affected part exceeds 800 total flight cycles since first installation on an airplane, or within 4 months after April 17, 2017 (the effective date of this AD), whichever occurs first, the part is replaced with a serviceable part (see paragraph (h) of this AD), in accordance with the instructions of Airbus AOT A71L012-16, Revision 01, dated February 24, 2017.

(m) Parts and Engine Installation Prohibition

As of 4 months after April 17, 2017 (the effective date of this AD): Do not install on any airplane an affected part (see paragraph (g) of this AD), or an engine having an affected part installed.

(n) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before April 17, 2017 (the effective date of this AD) using Airbus AOT A71L012-16, dated December 22, 2016.

(o) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(p) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0041, dated February 24, 2017; corrected February 28, 2017, 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-2017-0245.

(2) For more information about this AD, contact 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.

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

(q) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on April 17, 2017 (82 FR 15985, March 31, 2017).

(i) Airbus Alert Operators Transmission (AOT) A71L012-16, Revision 01, dated February 24, 2017.

(ii) Reserved.

(4) 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>.

(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 April 5, 2017.

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



2017-08-01 Gulfstream Aerospace Corporation: Amendment 39-18850; Docket No. FAA-2014-0651; Directorate Identifier 2014-NM-043-AD.

(a) Effective Date

This AD is effective May 17, 2017.

(b) Affected ADs

This AD replaces AD 2013-22-19, Amendment 39-17651 (78 FR 72554, December 3, 2013) (“AD 2013-22-19”).

(c) Applicability

This AD applies to all Gulfstream Aerospace Corporation Model GV and GV-SP airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of two independent types of failure of the fuel boost pump with overheat damage found on the internal components and external housing on one of the failure types, and fuel leakage on the other. We are issuing this AD to prevent fuel leakage in combination with a capacitor clearance issue, which could result in an uncontrolled fire in the wheel well.

(f) Compliance

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

(g) Retained Inspection To Determine the Part Number, With Revised Service Information

This paragraph restates the actions required by paragraph (g) of AD 2013-22-19, with revised service information. Within 36 months after January 7, 2014 (the effective date of AD 2013-22-19), inspect the fuel boost pumps to determine whether Gulfstream part number (P/N) 1159SCP500-5 is installed, in accordance with the Accomplishment Instructions of the applicable service information identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD; and Triumph Aerostructures Service Bulletin SB-TAGV/GVSP-28-JG0162, dated August 30, 2011, and GE Service Bulletin 31760-28-100, dated February 15, 2011. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the fuel boost pumps can be conclusively determined from that review.

(1) For Model GV airplanes: Gulfstream V Customer Bulletin 197, dated April 11, 2012.

(2) For Model GV-SP airplanes designated as G500: Gulfstream G500 Customer Bulletin 122, dated April 11, 2012.

(3) For Model GV-SP airplanes designated as G550: Gulfstream G550 Customer Bulletin 122, dated April 11, 2012.

(h) Retained Replacement, With Revised Service Information

This paragraph restates the actions required by paragraph (h) of AD 2013-22-19, with revised service information. If the inspection required by paragraph (g) of this AD reveals a fuel boost pump with Gulfstream P/N 1159SCP500-5: Within 36 months after January 7, 2014 (the effective date of AD 2013-22-19), replace the fuel boost pump with a serviceable pump having Gulfstream P/N 1159SCP500-7, in accordance with the applicable service information identified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD; and Triumph Aerostructures Service Bulletin SB-TAGV/GVSP-28-JG0162, dated August 30, 2011, and GE Service Bulletin 31760-28-100, dated February 15, 2011.

(1) For Model GV airplanes: Gulfstream V Customer Bulletin 197, dated April 11, 2012.

(2) For Model GV-SP airplanes designated as G500: Gulfstream G500 Customer Bulletin 122, dated April 11, 2012.

(3) For Model GV-SP airplanes designated as G550: Gulfstream G550 Customer Bulletin 122, dated April 11, 2012.

(i) New Revision of the Maintenance or Inspection Program

Within 30 days after the effective date of this AD, revise the airplane maintenance or inspection program, as applicable, to include the fuel leak check inspection of the fuel boost pumps specified in the applicable task identified in paragraph (j) of this AD.

(1) For airplanes on which fuel boost pump Gulfstream P/N 1159SCP500-5 has been replaced in accordance with paragraph (h) of this AD: The initial compliance time for the leak check inspection specified in the applicable task identified in paragraph (j) of this AD is within 550 flight hours after doing the replacement specified in paragraph (h) of this AD, or within 30 days after the effective date of this AD, whichever occurs later.

(2) For airplanes on which the inspection required by paragraph (g) of this AD reveals that a fuel boost pump with Gulfstream P/N 1159SCP500-7 has been installed: The initial compliance time for the leak check inspection specified in the applicable task identified in paragraph (j) of this AD, is at the later of the times specified in paragraphs (i)(2)(i) and (i)(2)(ii) of this AD.

(i) Within 550 flight hours after the installation of the P/N 1159SCP500-7 pump; except if 550 flight hours have accumulated since installation of the P/N 1159SCP500-7 pump and an initial leak check of the pump has not been accomplished, the compliance time is within 50 flight hours after doing the inspection required by paragraph (g) of this AD.

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

(j) Service Information for Maintenance or Inspection Program Revision

Use the applicable service information specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, as applicable, to revise the airplane maintenance or inspection program, as applicable, as required by paragraph (i) of this AD.

(1) For Model GV airplanes: Use table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks; and task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel; of the Gulfstream V Maintenance Manual, Revision 44, dated June 15, 2016.

(2) For Model GV-SP airplanes designated as G500: Use task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, in table 12, Certification Maintenance Requirements (CMR), in section 05-10-10,

Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks; and task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel; of the Gulfstream G500 Maintenance Manual, Revision 25, dated June 15, 2016.

(3) For Model GV-SP airplanes designated as G550: Use task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, in table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks; and task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel; of the Gulfstream G550 Maintenance Manual, Revision 25, dated June 15, 2016.

(k) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (i) of this AD, if those actions were performed before the effective date of this AD using the applicable service information in paragraphs (k)(1) through (k)(12) of this AD.

(1) Table 18, 500 Flight Hours Scheduled Inspection Table, in section 05-20-00, Scheduled Maintenance Checks, of chapter 05, Time Limits/Maintenance Checks, of the Gulfstream V Maintenance Manual, Revision 42, dated June 20, 2013.

(2) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel, of the Gulfstream V Maintenance Manual, Revision 42, dated June 20, 2013.

(3) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Checks, in table 20, 500 Flight Hours Scheduled Inspection Table, in section 05-20-00, of chapter 05, Time Limits/Maintenance Checks, of the Gulfstream G500 Maintenance Manual, Revision 23, dated June 20, 2013.

(4) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 26, Fuel Boost Pumps, of chapter 28, Fuel, of the Gulfstream G500 Maintenance Manual, Revision 23, dated June 20, 2013.

(5) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, in table 20, 500 Flight Hours Scheduled Inspection Table, in section 05-20-00, of chapter 05, Time Limits/Maintenance Checks, of the Gulfstream G550 Maintenance Manual, Revision 23, dated June 20, 2013.

(6) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 26, Fuel Boost Pumps, of chapter 28, Fuel, of the Gulfstream G550 Maintenance Manual, Revision 23, dated June 20, 2013.

(7) Table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks, of the Gulfstream V Maintenance Manual, Revision 43, dated February 15, 2015.

(8) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel, of the Gulfstream V Maintenance Manual, Revision 43, dated February 15, 2015.

(9) Table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks, of the Gulfstream G500 Maintenance Manual, Revision 24, dated February 15, 2015.

(10) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel, of the Gulfstream G500 Maintenance Manual, Revision 24, dated February 15, 2015.

(11) Table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks, of the Gulfstream G550 Maintenance Manual, Revision 24, dated February 15, 2015.

(12) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel, of the Gulfstream G550 Maintenance Manual, Revision 24, dated February 15, 2015.

(l) No Alternative Actions or Intervals

After accomplishing the revision required by paragraph (i) 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 in accordance with the procedures specified in paragraph (n) of this AD.

(m) Parts Installation Prohibition

As of January 7, 2014 (the effective date of AD 2013-22-19), no person may install a fuel boost pump having Gulfstream P/N 1159SCP500-5 on any airplane.

(n) 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 (o)(1) of this AD.

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

(3) AMOCs approved for AD 2013-22-19, are approved as AMOCs for the corresponding provisions of this AD.

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

(o) Related Information

(1) For more information about this AD, contact Ky Phan, Aerospace Engineer, Propulsion and Services Branch, ACE-118A, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5536; fax: 404-474-5606; email: ky.phan@faa.gov.

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

(p) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on May 17, 2017.

(i) Gulfstream G500 Customer Bulletin 122, dated April 11, 2012.

(ii) Gulfstream V Maintenance Manual, Revision 44, dated June 15, 2016:

(A) Table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks.

(B) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel.

(iii) Gulfstream G500 Maintenance Manual, Revision 25, dated June 15, 2016:

(A) Table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks.

(B) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of Section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel.

(iv) Gulfstream G550 Maintenance Manual, Revision 25, dated June 15, 2016:

(A) Table 12, Certification Maintenance Requirements (CMR), in section 05-10-10, Airworthiness Limitations, of chapter 05, Time Limits/Maintenance Checks.

(B) Task 28-26-01, Fuel Boost Pumps–Fuel Leak Check, of section 28-26-01, Fuel Boost Pumps–Inspection/Check, of chapter 28, Fuel.

(4) The following service information was approved for IBR on January 7, 2014 (78 FR 72554, December 3, 2013).

(i) Gulfstream G550 Customer Bulletin 122, dated April 11, 2012.

(ii) Gulfstream V Customer Bulletin 197, dated April 11, 2012.

(iii) General Electric Service Bulletin 31760-28-100, dated February 15, 2011.

(iv) Triumph Service Bulletin SB-TAGV/GVSP-28-JG0162, dated August 30, 2011.

(5) For Gulfstream, Triumph Aerostructures, and General Electric Aviation 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.

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

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

Issued in Renton, Washington, on March 31, 2017.

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



2017-06-08 Embraer S.A.: Amendment 39-18832; Docket No. FAA-2014-0059; Directorate Identifier 2013-NM-075-AD.

(a) Effective Date

This AD is effective May 11, 2017.

(b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD:

- (1) AD 2006-06-09, Amendment 39-14518 (71 FR 14365, March 22, 2006) (“AD 2006-06-09”).
- (2) AD 2012-05-08, Amendment 39-16980 (77 FR 16155, March 20, 2012) (“AD 2012-05-08”).
- (3) AD 2012-07-08, Amendment 39-17014 (77 FR 24342, April 24, 2012) (“AD 2012-07-08”).

(c) Applicability

This AD applies to Embraer S.A. Model ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, and -200 STD airplanes; certificated in any category; manufacturer serial numbers 17000002, 17000004 through 17000013 inclusive, and 17000015 through 17000453 inclusive.

(d) Subject

Air Transport Association (ATA) of America Codes 27, Flight controls; 28, Fuel; 52, Doors; 53, Fuselage; 54, Nacelles/pylons; 55, Stabilizers; 57, Wings; 71, Powerplant; and 78, Exhaust.

(e) Reason

This AD was prompted by a determination that more restrictive airworthiness limitations are necessary. We are issuing this AD to detect and correct fatigue cracking of various principal structural elements (PSEs); such cracking could result in reduced structural integrity of the airplane. We are also issuing this AD to prevent safety-significant latent failures; such failures, in combination with one or more other specified failures or events, could result in a hazardous or catastrophic failure condition of avionics, hydraulic systems, fire detection systems, fuel systems, or other critical systems. We are also issuing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions; such failures, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

(f) Compliance

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

(g) Retained Maintenance Program Revision, With No Changes

This paragraph restates the action required by paragraph (i) of AD 2012-07-08, with no changes.

(1) Within 60 days after May 29, 2012 (the effective date of AD 2012-07-08): Revise the maintenance program to incorporate the new or revised tasks specified in Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, to the EMBRAER 170 Maintenance Review Board Report (MRBR), MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, to the EMBRAER 170 MRBR, MRB-1621, Revision 7, dated November 11, 2010; with the initial compliance times and intervals specified in these documents.

(2) The initial compliance times for the tasks start from the date of issuance of the original Brazilian airworthiness certificate or the date of issuance of the original Brazilian export certificate of airworthiness of the applicable airplane at the applicable time specified in the tasks, or within 600 flight cycles after revising the maintenance program, whichever occurs later. For certain tasks, the compliance times depend on the pre-modification and post-modification status of the actions specified in the associated service bulletin, as specified in the “Applicability” column of Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, to the EMBRAER 170 MRBR, MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, to the EMBRAER 170 MRBR, MRB-1621, Revision 7, dated November 11, 2010.

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

This paragraph restates the action required by paragraph (j) of AD 2012-07-08, with a new exception. Except as required by paragraph (i) of this AD, after accomplishing the revisions required by paragraph (g) of this AD, no alternative actions (e.g., inspections), intervals, and/or CDCCLs may be used other than those specified in Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR MRB-1621, Revision 7, dated November 11, 2010; and EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspection (ALI)–Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 MRBR, MRB-1621, Revision 7, dated November 11, 2010; unless the actions, intervals, and/or CDCCLs are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k)(1) of this AD.

(i) New Revision of Maintenance or Inspection Program

Within 12 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the airworthiness limitations specified in Part 1–Certification Maintenance Requirements (CMR); Part 2–Airworthiness Limitation Inspections (ALI)–Structures; Part 3–Fuel System Limitation Items (FSL); and Part 4–Life Limited Items (LLI); of Appendix A–Airworthiness Limitations; of the EMBRAER 170/175 MRBR, MRB-1621, Revision 10, dated February 23, 2015. The initial compliance times and repetitive intervals are specified in the applicable part of the EMBRAER 170/175 MRBR, MRB-1621, Revision 10, dated February 23, 2015. Accomplishing the revision to the maintenance or inspection program required by this paragraph terminates the requirements of paragraph (g) of this AD.

(j) No Alternative Actions, Intervals, or CDCCLs

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

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Ana Martinez Hueto, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1622; fax 425-227-1320. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Brazilian Airworthiness Directive 2015-06-01, effective June 2, 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-2014-0059.

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on May 11, 2017.

(i) Appendix A—Airworthiness Limitations to the EMBRAER 170/175 Maintenance Review Board Report, MRB-1621, Revision 10, dated February 23, 2015.

(ii) Reserved.

(4) The following service information was approved for IBR on May 29, 2012 (77 FR 24342, April 24, 2012).

(i) Part 2—Airworthiness Limitation Inspection (ALI)—Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 Maintenance Review Board Report, MRB-1621, Revision 7, dated November 11, 2010. Only the title page of this document specifies the revision level.

(ii) EMBRAER Temporary Revision 7-1, dated February 11, 2011, to Part 2—Airworthiness Limitation Inspection (ALI)—Structures, of Appendix A, Airworthiness Limitations, of the EMBRAER 170 Maintenance Review Board Report, MRB-1621, Revision 7, dated November 11, 2010.

(5) For service information identified in this AD, contact Embraer S.A., Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170-Putim-12227-901 São Jose dos Campos-SP-BRASIL; telephone +55 12 3927-5852 or +55 12 3309-0732; fax +55 12 3927-7546; email distrib@embraer.com.br; Internet <http://www.flyembraer.com>.

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

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

Issued in Renton, Washington, on March 10, 2017.

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



2017-07-04 General Electric Company: Amendment 39-18842; Docket No. FAA-2013-0879; Directorate Identifier 2013-NE-30-AD.

(a) Effective Date

This AD is effective April 21, 2017.

(b) Affected ADs

This AD replaces AD 2013-24-17, Amendment 39-17694 (78 FR 76045, December 16, 2013) (“AD 2013-24-17”).

(c) Applicability

All GE90-110B1 and GE90-115B engines with high-pressure compressor (HPC) stage 2-5 spools, with:

(1) a part number (P/N) 351-103-106-0, 351-103-107-0, 351-103-108-0, 351-103-141-0, 351-103-142-0, 351-103-143-0, 351-103-144-0, 351-103-145-0, 351-103-146-0, 351-103-148-0, 351-103-149-0, 351-103-150-0, or 351-103-151-0; and

(2) a serial number listed in paragraph 4, Appendix A, of GE Service Bulletin (SB) GE90-100 SB 72-0659 R01, dated February 18, 2016.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracks in HPC rotor stage 2-5 spool aft spacer arms since AD 2013-24-17. We are issuing this AD to prevent failure of the HPC rotor stage 2-5 spools, uncontained spool release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(2) Remove from service HPC rotor stage 2-5 spools listed in paragraph 4, Appendix A, of GE SB GE90-100 SB 72-0659 R01, dated February 18, 2016, as follows:

(i) For spools that have fewer than 4,500 flight cycles since new (CSN) on the effective date of this AD, remove before exceeding 5,000 CSN.

(ii) For spools that have 4,500 CSN or more but fewer than 5,200 CSN on the effective date of this AD, remove within 500 cycles in service (CIS) but not to exceed 5,500 CSN.

(iii) For spools that have 5,200 CSN or more but fewer than 5,600 CSN on the effective date of this AD, remove within 300 CIS but not to exceed 5,800 CSN.

(iv) For spools that have 5,600 CSN or more but fewer than 5,800 CSN on the effective date of this AD, remove within 200 CIS but not to exceed 5,850 CSN.

(v) For spools that have 5,800 CSN or more but fewer than 6,000 CSN on the effective date of this AD, remove within 50 CIS but not to exceed 6,000 CSN.

(vi) For spools that have 6,000 CSN or more on the effective date of this AD, remove before the next flight.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

For more information about this AD, contact John Frost, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7756; fax: 781-238-7199; email: john.frost@faa.gov.

(i) 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) General Electric Company (GE) Service Bulletin GE90-100 SB 72-0659 R01, dated February 18, 2016.

(ii) Reserved.

(3) For GE service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-3329; email: geae.aoc@ge.com.

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

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

Issued in Burlington, Massachusetts, on March 24, 2017.

Carlos A. Pestana,
Acting Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2017-08-02 Bombardier, Inc.: Amendment 39-18851; FAA-2016-9299; Directorate Identifier 2016-NM-119-AD.

(a) Effective Date

This AD is effective May 17, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., airplanes identified in paragraphs (c) (1), (c) (2), and (c) (3) of this AD, certificated in any category, serial numbers 003 through 672 inclusive, on which Bombardier ModSum 8Q100813 or Bombardier Service Bulletin 8-74-02 is incorporated.

(1) Model DHC-8-102, -103, and -106 airplanes.

(2) Model DHC-8-201 and -202 airplanes.

(3) Model DHC-8-301, -311, and -315 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 74, Ignition.

(e) Reason

This AD was prompted by reports of incorrect installation of the auto-ignition system due to crossed wires at one of the splices in the auto-relight system. We are issuing this AD to detect and correct incorrect wiring of the auto-ignition system, which could result in inability to restart the engine in flight and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Inspection and Corrective Actions

Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first: Inspect the auto-ignition system for correct wiring and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-74-05, Revision B, dated April 14, 2014. All applicable corrective actions must be done before further flight.

(h) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 8-74-05, dated July 12, 2013; or Revision A, dated January 27, 2014.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the New York ACO, send it to the attention of the person identified in paragraph (j) (2) of this AD. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-36, dated November 19, 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-2016-9299.

(2) For more information about this AD, contact the Program Manager, Continuing Operational Safety, New York ACO, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531.

(3) 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) Bombardier Service Bulletin 8-74-05, Revision B, dated April 14, 2014.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on March 31, 2017.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2017-07-05 Airbus: Amendment 39-18843; Docket No. FAA-2016-8184; Directorate Identifier 2016-NM-036-AD.

(a) Effective Date

This AD is effective May 8, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus airplanes identified in paragraphs (c)(1) through (c)(5) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
- (2) Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (3) Model A300 B4-605R and B4-622R airplanes.
- (4) Model A300 F4-605R and F4-622R airplanes.
- (5) Model A300 C4-605R Variant F airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracks in main landing gear (MLG) leg components. We are issuing this AD to detect and correct cracking of certain components in the MLG leg, which could result in a MLG collapse, and consequent damage to the airplane and injury to the airplane occupants.

(f) Compliance

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

(g) Repetitive Detailed Visual Inspections

Within the compliance time specified in paragraphs (g)(1) and (g)(2) of this AD, whichever occurs later, and thereafter at intervals not to exceed 100 flight cycles: Accomplish a detailed visual inspection of the internal diameter of each affected MLG hinge arm/barrel pin, in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A32W008-16, dated February 25, 2016, including Appendices 1 through 4. The affected MLG hinge arm/barrel pins are those with part number C66441-(x) and part number C65543-(x), where the x represents a variable number.

(1) Within 30 months since the pin's first flight on an airplane, or since the pin's first flight on an airplane after overhaul, as applicable.

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

(h) Corrective Action for Cracked Pins

If any cracked pin is found during any inspection required by paragraph (g) of this AD, before further flight, replace the MLG leg with a serviceable unit, in accordance with the instructions of Airbus AOT A32W008-16, dated February 25, 2016, including Appendices 1 through 4. Replacement of a MLG leg does not constitute terminating action for the repetitive inspections required by paragraph (g) of this AD.

(i) Reporting Requirement

At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, report the results of the inspections required by paragraph (g) of this AD to Airbus, in accordance with the instructions of Airbus AOT A32W008-16, dated February 25, 2016, including Appendices 1 through 4.

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

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

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: 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.

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for

reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0058, dated March 21, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-8184.

(l) Material Incorporated by Reference

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

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

(i) Airbus Alert Operations Transmission (AOT) A32W008-16, dated February 25, 2016, including Appendices 1 through 4 of this AOT do not contain the document date.

(ii) Reserved.

(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 March 22, 2017.

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