

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2016-15

7/11/2016 - 7/24/2016



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

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2016-01			
2015-25-03	COR	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series airplanes
2015-25-06	R 2010-06-04	Airbus	A300 B2-1C, B2-203, B2K-3C, B4-103, B4-203, and B4-2C; A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 B4-601, B4-603, B4-605R, B4-620, B-622, and B4-622R airplanes
2015-26-02		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2015-26-03	R 2011-07-10	Bombardier, Inc.	BD-100-1A10 (Challenger 300) airplanes
2015-26-07		The Boeing Company	767-200, -300, -300F series airplanes
Biweekly 2016-02			
2015-25-10	R 2011-24-05	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2015-26-05		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2015-26-06	R 2004-14-09	Airbus	A320-211, -212, and -231
2015-26-09		ATR-GIE Avions de Transport Régional (ATR)	ATR42-200, -300, -320, and -500
2015-27-01		General Electric Company (GE)	GE90-76B, -77B, -85B, -90B, and -94B
2016-01-02		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-01-03		Airbus	A330-201, A330-202, A330-203, A330-223, A330-223F, A330-243, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343; A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2016-01-04	R 2005-01-09	The Boeing Company	747-100, -100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, and 747SR series
2016-01-05		The Boeing Company	737-400 series
2016-01-07		Airbus	A319-113 and A319-114; A320-211 and A320-212
2016-01-08	R 2013-13-04	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-01-09		Bombardier, Inc.	DHC-8-400, -401, and -402
2016-01-11	R 98-18-26	Airbus	A320-211, -212, and -231
2016-01-12		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2016-01-13		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; and A300 F4-605R, F4-622R, and A300 C4-605R Variant F
2016-01-16	R 2002-23-20	Dassault Aviation	Mystere-Falcon 900
2016-01-17		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702)
Biweekly 2016-03			
2015-25-08	COR	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2015-28-01		Engine Alliance	GP7270 turbofan engines
2016-01-10	R 2004-20-14	Airbus	A300 airplanes
2016-01-18	R 98-20-27	Airbus	A300 airplanes
2016-02-01	R 96-18-06	Airbus	A320-211, -212, and -231 airplanes
2016-02-02		Airbus	A318-111 and -112; A319-111, -112, and -115; A320-214; A321-111, -112, -211, -212, and -213 airplanes
2016-02-03		Airbus	A319-113 and -114; A320-211 and -212 airplanes
2016-02-04		CFM International S.A.	CFM56-5B engines
2016-02-05		Bombardier, Inc.	BD-100-1A10 (Challenger 300) airplanes
2016-03-01		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes

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

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2016-06-02		The Boeing Company	737-300, -400, and -500 series
2016-06-03		Airbus	A319-131, -132, and -133, A320-232 and -233, A321-131, -231, and -232
2016-06-04		The Boeing Company	737-300, -400, and -500 series
2016-06-05		The Boeing Company	777-200, -200LR, -300, -300ER, and -777F series
2016-06-06		Quest Aircraft Design, LLC	KODIAK 100
2016-06-07	R 2006-22-15	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2016-06-08		The Boeing Company	787-8 and 787-9
Biweekly 2016-07			
2016-06-10		The Boeing Company	787-8
2016-06-11		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300
2016-06-12		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2016-06-13		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-07-03		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SR, and 747SP series
2016-07-05		The Boeing Company	747-8 series
2016-07-06		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2016-07-10		The Boeing Company	787-8 and 787-9
Biweekly 2016-08			
2016-06-14		General Electric Company	CF6-80E1
2016-07-02		Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, and -5R
2016-07-04		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-07-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2016-07-08		The Boeing Company	DC-9-83 (MD-83)
2016-07-09	R 2011-21-06	BAE SYSTEMS (Operations) Limited	4101
2016-07-12		Airbus	A318-111 and -112, A319-111, -112, -113, -114, and -115; A320-211, -212, and -214; A321-111, -112, -211, -212, and -213
2016-07-14		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-07-15		Dassault Aviation	FALCON 7X
2016-07-16	R 2013-26-08	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2016-07-17	R 97-20-07	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2016-07-18		Airbus Defense and Space S.A.	CN-235-200 and CN-235-300
2016-07-20	R 95-18-08	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2016-07-22		Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2016-07-25		The Boeing Company	787-8
2016-07-28		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); and MD-88
2016-07-30		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2016-07-31	R 2013-22-11	The Boeing Company	747-400 and -400D series

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AD No.	Information	Manufacturer	Applicability
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2016-08-03		The Boeing Company	777-200, -200LR, -300, and -300ER series
2016-08-04		Airbus	A330-223F and -243F
2016-08-05		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2016-08-06		Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2016-08-07		Rolls-Royce plc	RB211-22B-02, RB211-22B (MOD 72-8700), RB211-524B-02, RB211-524B-B-02, RB211-524B2-19, RB211-524B2-B-19, RB211-524B3-02, RB211-524B4-02, RB211-524B4-D-02, RB211-524C2-19, RB211-524C2-B-19, RB211-524D4-19, RB211-524D4-B-19, RB211-524D4X-19, RB211-524D4X-B-19, RB211-524D4-39, RB211-524D4-B-39, RB211-524G2-19, RB211-524G3-19, RB211-524G2-T-19, RB211-524G3-T-19, RB211-524H-36, RB211-524H2-19, RB211-524H-T-36, and RB211-524H2-T-19
Biweekly 2016-09			
2016-08-01		Dassault Aviation	FALCON 7X airplanes
2016-08-09		Pratt & Whitney Division	PW4050, PW4052, PW4056, PW4060, PW4060A, PW4060C, PW4062, PW4062A, PW4152, PW4156, PW4156A, PW4158, PW4160, PW4460, PW4462, and PW4650 turbofan engines
2016-08-10		General Electric Company	CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B1F1, CF6-80C2B1F2, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B3F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2B8F, CF6-80C2D1F, CF6-80C2L1F, CF6-80C2K1F, CF6-80E1A1, CF6-80E1A2, CF6-80E1A3, CF6-80E1A4, and CF6-80E1A4/B turbofan engines
2016-08-11	R 2012-17-13	The Boeing Company	707 airplanes; 720 and 720B series airplanes
2016-08-12		The Boeing Company	787-8 and 787-9 airplanes
2016-08-14	R 2014-03-14	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
Biweekly 2016-10			
2016-07-23		Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2016-08-02		Airbus	A320-214, -232, and -233, A321-211 and -231 airplanes
2016-08-13	R 2004-19-11	Airbus	A320-211, -212, -214, -231, -232, and -233
2016-08-15	R 2014-17-51	Bombardier, Inc	CL-600-2B16
2016-09-01		The Boeing Company	777-200 and -300 series
2016-09-03		Dassault Aviation	FALCON 2000, FALCON 2000EX, MYSTERE-FALCON 900 and FALCON 900EX
2016-09-04		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2016-09-05		The Boeing Company	717-200 airplanes
2016-09-06		Airbus	A318-111 and -112, A319-111, -112, -113, -114, and -115, A320-211, -212, and -214, A321-111, -112, -211, -212, and -213
2016-09-07		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2016-09-08		The Boeing Company	747-8 series airplanes
2016-09-10	R 2007-10-10 R1	Airbus	A300 B4-600, B4-600R, and F4-600R series, A300 C4-605R Variant F airplanes (collectively called A300-600 series airplanes)

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

LARGE AIRCRAFT

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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2016-14-08	R 2015-10-03	Airbus	(Regional Jet Series 705); CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000) A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313; A340-541 and -642
2016-14-09	R 2014-14-06	Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-211, -212, and -214; A321-111, -112, -211, -212, and -213
2016-15-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325



2016-13-09 Bombardier, Inc.: Amendment 39-18573. Docket No. FAA-2015-8129; Directorate Identifier 2014-NM-197-AD.

(a) Effective Date

This AD becomes effective August 16, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B16 (CL-604 Variant) airplanes, certificated in any category, serial numbers (S/Ns) 5301 through 5665 inclusive, and 5701 through 5962 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that certain maintenance tasks for the horizontal stabilizer trim actuator (HSTA) are inadequate. We are issuing this AD to detect and correct premature wear and cracking of the HSTA, which could result in failure of the HSTA and consequent loss of control of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD: Revise the maintenance or inspection program, as applicable, to incorporate Task 27-42-01-109, Restoration (Overhaul) of the Horizontal Stabilizer Trim Actuator, Part No. 604-92305-7 and Subs (Vendor Part No. 8454-3 and Subs); and Task 27-42-01-111, Detailed Inspection of the Horizontal Trim Actuator (HSTA) Secondary Load Path Indicator, Part No. 604-92305-7 and Subs (Vendor Part No. 8454-3 and Subs); of the applicable document identified in paragraph (g)(1) or (g)(2) of this AD.

(1) For Model CL-600-2B16 (CL-604 Variant) airplanes, serial numbers 5301 through 5665 inclusive: Section 5-10-40, Certification Maintenance Requirements, of Part 2, Airworthiness Limitations, of the Bombardier Challenger 604 Time Limits/Maintenance Checks Manual, Revision 22, dated July 11, 2014.

(2) For Model CL-600-2B16 (CL-604 Variant) airplanes, serial numbers 5701 through 5962 inclusive: Section 5-10-40, Certification Maintenance Requirements, of Part 2, Airworthiness Limitations, of the Bombardier Challenger 605 Time Limits/Maintenance Checks Manual, Revision 10, dated July 11, 2014.

(h) No Alternative Actions or Intervals

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

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-30, dated September 5, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-8129.

(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) Section 5-10-40, Certification Maintenance Requirements, of Part 2, Airworthiness Limitations, of the Bombardier Challenger 604 Time Limits/Maintenance Checks Manual, Revision 22, dated July 11, 2014.

(ii) Section 5-10-40, Certification Maintenance Requirements, of Part 2, Airworthiness Limitations, of the Bombardier Challenger 605 Time Limits/Maintenance Checks Manual, Revision 10, dated July 11, 2014.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center, toll-free telephone

1-866-538-1247, or direct dial telephone 1-514-855-2999; fax 1-514-855-7401; email ac.yul@aero.bombardier.com; Internet <http://www.bombardier.com>.

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

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

Issued in Renton, Washington, on June 21, 2016.

Dorr M. Anderson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-13-15 Dassault Aviation: Amendment 39-18580. Docket No. FAA-2016-3987; Directorate Identifier 2015-NM-165-AD.

(a) Effective Date

This AD is effective August 16, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, manufacturer serial numbers 1 through 221 inclusive, except serial numbers 182 and 220.

(d) Subject

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

(e) Reason

This AD was prompted by a report of improperly drilled bores, located on upper and lower stiffener joints to the web at a certain frame. We are issuing this AD to detect and correct an unsatisfactory bore that can adversely affect the structural integrity of the airplane.

(f) Compliance

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

(g) Inspect Bores

Within 4,000 flight cycles or 98 months, whichever occurs first since date of issuance of the original airworthiness certificate or date of issuance of the original export certificate of airworthiness, do a detailed visual and rototest inspection of the bores, located on upper and lower stiffener joints to the web at pylon Frame 41, to determine if the bores are not satisfactory, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-346, dated April 24, 2015.

(h) Repair

If, during the inspection required by paragraph (g) of this AD, it is determined that any bore is not satisfactory: Before further flight, repair affected bores, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-346, dated April 24, 2015, except as required by paragraph (i) of this AD.

(i) Exceptions

Where the Dassault Service Bulletin 7X-346, dated April 24, 2015, specifies to contact Dassault Aviation: Before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA).

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2015-0204, dated October 8, 2015, for related information. This MCAI may be found on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-3987.

(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) Dassault Service Bulletin 7X-346, dated April 24, 2015.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone: 201-440-6700; Internet: <http://www.dassaultfalcon.com>.

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

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

Issued in Renton, Washington, on June 23, 2016.
Dorr M. Anderson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-14-01 Airbus: Amendment 39-18582. Docket No. FAA-2016-3983; Directorate Identifier 2015-NM-009-AD.

(a) Effective Date

This AD is effective August 16, 2016.

(b) Affected ADs

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

- (1) AD 2012-21-19, Amendment 39-17235 (77 FR 65812, October 31, 2012) ("AD 2012-21-19").
- (2) AD 2012-21-20, Amendment 39-17236 (77 FR 65799, October 31, 2012) ("AD 2012-21-20").
- (3) AD 2016-04-01, Amendment 39-18395 (81 FR 8134, February 18, 2016) ("AD 2016-04-01").

(c) Applicability

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

- (1) Airbus Model A330-223F and -243F airplanes, all manufacturer serial numbers; except those on which Airbus Modification 204067 has been embodied in production.
- (2) Airbus Model A330-201, -202, -203, -223, and -243 airplanes, all manufacturer serial numbers; except those on which Airbus Modification 204067 has been embodied in production.
- (3) Airbus Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, all manufacturer serial numbers; except those on which Airbus Modification 204067 has been embodied in production.
- (4) Airbus Model A340-211, -212, and -213, airplanes, all manufacturer serial numbers.
- (5) Airbus Model A340-311, -312, and -313 airplanes, all manufacturer serial numbers.
- (6) Airbus Model A340-541 airplanes, all manufacturer serial numbers.
- (7) Airbus Model A340-642 airplanes, all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 29, Hydraulic Power.

(e) Reason

This AD was prompted by a report indicating that, during an operational test of a ram air turbine (RAT), the RAT did not deploy in automatic mode. We are issuing this AD to prevent non-deployment of the RAT, which, if preceded by a total engine flame-out, or during a total loss of normal electrical power generation, could result in reduced control of the airplane.

(f) Compliance

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

(g) Identification and Replacement for Certain Airbus Model A330, and A340-200 and -300 Airplanes

For Airbus Model A330-200 Freighter series airplanes, Model A330-200 and -300 series airplanes, and Model A340-200 and -300 series airplanes: Within 30 months after the effective date of this AD, identify the supplier, part number, and serial number of the installed RAT actuator, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-29-3126, dated June 12, 2014; or Airbus Service Bulletin A340-29-4097, dated June 12, 2014; as applicable.

(1) If the supplier identified is Arkwin Industries, and the identified RAT actuator part number and serial number are listed in Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015, and the serial number is included in table 2 of Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015, with a description of "correctly shimmed": Within 30 months after the effective date of this AD, re-identify the actuator and the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-29-3126, dated June 12, 2014; or Airbus Service Bulletin A340-29-4097, dated June 12, 2014; as applicable.

(2) If the supplier identified is Arkwin Industries, and the identified actuator RAT part number and serial number are listed in Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015, and the serial number is included in table 2 of Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015, with a description of "incorrectly shimmed": Within 30 months after the effective date of this AD, remove the actuator from the RAT, install a modified actuator, and re-identify the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-29-3126, dated June 12, 2014; or Airbus Service Bulletin A340-29-4097, dated June 12, 2014; as applicable.

(3) If the supplier identified is Arkwin Industries, and the identification plate for the RAT actuator is missing, or the part number and serial number are not listed in Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015: Within 30 months after the effective date of this AD, remove the actuator from the RAT, install a modified actuator, and re-identify the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-29-3126, dated June 12, 2014; or Airbus Service Bulletin A340-29-4097, dated June 12, 2014; as applicable.

(h) Identification and Replacement for Certain Airbus Model A340-500 and -600 Airplanes

For Airbus Model A340-500 and -600 airplanes: Within 30 months after the effective date of this AD, identify the part number and serial number of the installed RAT actuator, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-29-5025, dated June 16, 2014.

(1) If the identified RAT actuator part number and serial number are listed in Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014, and the serial number is included in table 2 of Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014, with a description of "correctly shimmed": Within 30 months after the effective date of this AD, re-identify the actuator and the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-29-5025, dated June 16, 2014.

(2) If the identified RAT actuator part number and serial number are listed in Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014, and the serial number is included in table 2 of Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014, with a description of "incorrectly shimmed": Within 30 months after the effective date of this AD, remove the actuator from the RAT, install a modified actuator, and re-identify the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-29-5025, dated June 16, 2014.

(3) If the identification plate for the RAT actuator is missing, or the part number and serial number are not listed in Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014: Within 30 months after the effective date of this AD, remove the actuator from the RAT, install a modified actuator, and re-identify the RAT, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-29-5025, dated June 16, 2014.

(i) Terminating Action for Certain Requirements of Other ADs

(1) For Airbus Model A330-200 Freighter, A330-200, and A330-300 series airplanes; and Model A340-200 and -300 series airplanes: Accomplishment of the actions required by paragraph (g)(1), (g)(2), or (g)(3) of this AD constitutes compliance with the requirements of paragraph (g)(1) of AD 2012-21-19, paragraph (g) of AD 2012-21-20, and paragraphs (g), (h), and (i) of AD 2016-04-01, for that airplane only.

(2) For Airbus Model A340-500 and -600 series airplanes: Accomplishment of the actions required by paragraphs (h)(1), (h)(2), and (h)(3) of this AD constitutes compliance with the requirements of paragraphs (h)(1) and (h)(2) of AD 2012-21-20, and paragraph (j) of 2016-04-01, for that airplane only.

(j) Parts Installation Limitations

As of the effective date of this AD, no person may install any RAT actuator or any RAT having a part number identified in table 1 to paragraph (j) of this AD on any airplane, unless it meets the conditions specified in paragraph (j)(1) or (j)(2) of this AD, as applicable.

Table 1 to Paragraph (j) of This AD—Affected Part Numbers

Affected Airbus airplane models	RAT part No.	RAT actuator part No.
Model A330-200 and -300 series airplanes	1720934C, 1720934D, 766351A, 768084A, 770379A, 770952C, 770952D, 770952E	5912958, 5915768
Model A330-200 Freighter series airplanes	1720934C, 1720934D, 766351A, 768084A, 770379A, 770952C, 770952D, 770952E	5912958, 5915768
Model A340-200 and -300 series airplanes	1720934C, 1720934D, 766351A, 768084A, 770379A, 770952C, 770952D, 770952E	5912958, 5915768
Model A340-500 and -600 series airplanes	772722H, 772722J, 772722L	5912536, 5915769

(1) For Airbus Model A330-200 Freighter series airplanes; Model A330-200, and A330-300 series airplanes; and Model A340-200 and -300 series airplanes: The RAT actuator or RAT has a serial number listed as affected and modified in Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015, and the RAT has been re-identified in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-29-3126, dated June 12, 2014; or Airbus Service Bulletin A340-29-4097, dated June 12, 2014.

(2) For Airbus Model A340-500 and -600 series airplanes: The RAT actuator or the RAT has a serial number listed as affected and modified in Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014, and the RAT has been re-identified in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-29-5025, dated June 16, 2014.

(k) Credit for Previous Actions

(1) This paragraph provides credit for the RAT and RAT actuator identification specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD if that identification was performed before the effective date of this AD using Hamilton Sundstrand Service Bulletin ERPS06M-29-21, dated May 27, 2014, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for the RAT or RAT actuator identification and modification specified in paragraph (j)(1) of this AD, if those actions were performed before the effective date of this AD using Hamilton Sundstrand Service Bulletin ERPS06M-29-21, dated May 27, 2014, which is not incorporated by reference in this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or 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) Required for Compliance (RC): If any Airbus 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.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0008, dated January 15, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-3983.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A330-29-3126, dated June 12, 2014.

(ii) Airbus Service Bulletin A340-29-4097, dated June 12, 2014.

(iii) Airbus Service Bulletin A340-29-5025, dated June 16, 2014.

(iv) Hamilton Sundstrand Service Bulletin ERPS06M-29-21, Revision 1, dated April 14, 2015.

(v) Hamilton Sundstrand Service Bulletin ERPS33T-29-7, dated June 6, 2014.

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

(4) For Hamilton Sundstrand service information identified in this AD, contact Hamilton Sundstrand, Technical Publications, Mail Stop 302-9, 4747 Harrison Avenue, P.O. Box 7002, Rockford, IL 61125-7002; telephone 860-654-3575; fax 860-998-4564; email tech.solutions@hs.utc.com; Internet <http://www.hamiltonsundstrand.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 June 23, 2016.

Dorr M. Anderson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2016-14-07 Bombardier, Inc. Amendment 39-18588. Docket No. FAA-2016-5590; Directorate Identifier 2016-NM-018-AD.

(a) Effective Date

This AD is effective August 16, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(5) of this AD, all serial numbers, that are equipped with a flight control computer (FCC) with a part number and serial number listed in paragraph 1A., "Effectivity", of Bombardier Service Bulletin 601R-22-018, Revision A, dated November 3, 2015; or Service Bulletin 670BA-22-009, dated August 17, 2015; as applicable.

- (1) Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes.
- (2) Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes.
- (3) Model CL-600-2D15 (Regional Jet Series 705) airplanes.
- (4) Model CL-600-2D24 (Regional Jet Series 900) airplanes.
- (5) Model CL-600-2E25 (Regional Jet Series 1000) airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto Flight.

(e) Reason

This AD was prompted by reports of undesirable changes in the Reference Airspeed (RAS) Bug, occurring during flight without pilot input. We are issuing this AD to prevent uncommanded pitch changes, which could result in deviation from a safe flight path.

(f) Compliance

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

(g) Replace the FCC for Certain Airplanes

Within 33 months after the effective date of this AD: Remove the FCC from the integrated avionic processor system (IAPS) and replace the FCC, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (g)(1) or (g)(2) of this AD.

- (1) Bombardier Service Bulletin 601R-22-018, Revision A, dated November 3, 2015; or
- (2) Bombardier Service Bulletin 670BA-22-009, dated August 17, 2015.

(h) Parts Installation Limitation

As of 12 months after the effective date of this AD, no person may install any FCC having a part or serial number identified in Bombardier Service Bulletin 601R-22-018, Revision A, dated November 3, 2015; or Bombardier Service Bulletin 670BA-22-009, dated August 17, 2015; unless "SB 50" is marked on the FCC modification chart (MOD chart).

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 601R-22-018, dated August 17, 2015, as applicable. This service information is not incorporated by reference in this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2016-02, dated January 20, 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-2016-5590.

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

(l) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 601R-22-018, Revision A, dated November 3, 2015.

(ii) Bombardier Service Bulletin 670BA-22-009, dated August 17, 2015.

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

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

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

Issued in Renton, Washington, on June 28, 2016.

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



2016-14-08 Airbus: Amendment 39-18589. Docket No. FAA-2016-0459; Directorate Identifier 2015-NM-081-AD.

(a) Effective Date

This AD is effective August 16, 2016.

(b) Affected ADs

This AD replaces 2015-10-03, Amendment 39-18158 (80 FR 30608, May 29, 2015).

(c) Applicability

This AD applies to the airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, except airplanes on which an upper cardan pin on a main landing gear (MLG) has never been replaced or reinstalled since first entry into service of the airplane.

(1) Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, all manufacturer serial numbers.

(2) Airbus Model A340-211, -212, -213, -311, -312, and -313 airplanes, all manufacturer serial numbers.

(3) Airbus Model A340-541 and -642 airplanes, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a report that an MLG sidestay upper cardan pin migration event had been caused by corrosion due to lack of jointing compound and inadequate sealant application during the MLG installation. We are issuing this AD to detect and correct migration of the sidestay upper cardan pin, which could result in disconnection of the sidestay upper arm from the airplane structure, and could result in a landing gear collapse and consequent damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Definition

For the purpose of this AD, an upper cardan pin on a MLG is affected if it has been installed as a replacement part, or reinstalled since first entry of the airplane into service, and if the installation was accomplished using the applicable airplane maintenance manual at a revision level prior to October 1, 2014.

(h) Inspection and Replacement

(1) For an affected upper cardan pin on an MLG: Before exceeding 96 months since its latest installation on an airplane, or within 12 months after the effective date of this AD, whichever occurs later, do a detailed inspection of the upper cardan pin and nut threads for any corrosion, pitting, or thread damage, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (i) of this AD.

(2) If, during the detailed inspection specified in paragraph (h)(1) of this AD, any corrosion, pitting, or thread damage is found, before further flight, replace the upper cardan pin and/or nut, as applicable, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (i) of this AD.

(i) Applicable Service Information

Do the actions required by paragraph (h) of this AD in accordance with the Accomplishment Instructions of the applicable service information identified in paragraphs (i)(1), (i)(2), and (i)(3) of this AD.

(1) Airbus Service Bulletin A330-32-3269, Revision 01, dated December 3, 2015 (for Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes).

(2) Airbus Service Bulletin A340-32-4301, Revision 01, dated December 3, 2015 (for Airbus Model A340-211, -212, -213, -311, -312, and -313 airplanes).

(3) Airbus Service Bulletin A340-32-5115, Revision 01, dated December 11, 2015 (for Airbus Model A340-541 and -642 airplanes).

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the applicable service information identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD. This service information is not incorporated by reference in this AD.

(1) Airbus Service Bulletin A330-32-3269, dated February 17, 2015.

(2) Airbus Service Bulletin A340-32-4301, dated February 17, 2015.

(3) Airbus Service Bulletin A340-32-5115, dated February 17, 2015.

(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: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a

method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0079, dated May 7, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-0459.

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

(m) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A330-32-3269, Revision 01, dated December 3, 2015.

(ii) Airbus Service Bulletin A340-32-4301, Revision 01, dated December 3, 2015.

(iii) Airbus Service Bulletin A340-32-5115, Revision 01, dated December 11, 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 June 28, 2016.

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



2016-14-09 Airbus: Amendment 39-18590. Docket No. FAA-2015-3632; Directorate Identifier 2015-NM-023-AD.

(a) Effective Date

This AD is effective August 16, 2016.

(b) Affected ADs

This AD replaces AD 2014-14-06, Amendment 39-17901 (79 FR 42655, July 23, 2014) ("AD 2014-14-06").

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Airbus Model A318-111 and -112 airplanes.
- (2) Airbus Model A319-111, -112, -113, -114, and -115 airplanes.
- (3) Airbus Model A320-211, -212, and -214 airplanes.
- (4) Airbus Model A321-111, -112, -211, -212, and -213 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by inspection results that have shown that the main cause of crack initiation in the aft engine mount retainers is the vibration dynamic effect that affects both retainers, either with "dull" or "bright" surface finishes. We are issuing this AD to detect and correct failure of retainer brackets of the aft engine mount and consequent loss of the locking feature of the nuts of the inner and outer pins; loss of the pins will result in the aft mount engine link no longer being secured to the aft engine mount.

(f) Compliance

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

(g) Retained Inspection, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2014-14-06, with no changes. Within 3 months after August 27, 2014 (the effective date of AD 2014-14-06): Do a detailed inspection of the aft engine mount retainers for surface finish (dull or bright), and for cracks and failure, in accordance with Section 4.2.2, "Inspection Requirements," of Airbus Alert Operators

Transmission (AOT) A71N001-12, Rev. 2, dated February 27, 2013, except as specified in paragraph (h) of this AD.

(h) Retained Exception to Paragraph (g) of This AD, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2014-14-06, with no changes. The actions required by paragraph (g) of this AD are not required to be done on airplanes with manufacturer serial numbers 4942 and higher, provided a review of maintenance records verifies that no aft engine mount retainers have been replaced since first flight of the airplane.

(i) Retained Repetitive Inspection and Retainer Replacement for Dull Finish Retainers, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2014-14-06, with no changes. If, during the detailed inspection required by paragraph (g) of this AD, any installed dull finish aft engine mount retainer is found without cracks and not failed: Do the actions specified in paragraphs (i)(1) and (i)(2) of this AD.

(1) Within 25 flight cycles after doing the actions required by paragraph (g) of this AD: Repeat the detailed inspection specified in paragraph (g) of this AD.

(2) Within 50 flight cycles after doing the first detailed inspection specified in paragraph (g) of this AD: Replace all dull finish retainers with new retainers, in accordance with Section 4.2.3.1, "Replacement Procedure," of Airbus AOT A71N001-12, Rev. 2, dated February 27, 2013.

(j) Retained Replacement of Cracked or Failed Retainers, With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2014-14-06, with no changes. If, during any detailed inspection specified in paragraph (g) of this AD, any installed aft engine mount retainer is found cracked or failed: Before further flight, replace all affected aft engine mount retainers with new retainers, in accordance with Section 4.2.3, "Replacement Procedure," of Airbus AOT A71N001-12, Rev. 2, dated February 27, 2013.

(k) Retained Parts Prohibition, With No Changes

This paragraph restates the requirements of paragraph (k) of AD 2014-14-06, with no changes. As of August 27, 2014 (the effective date of AD 2014-14-06), no person may install any aft engine mount retainer with a dull finish on any airplane. The instructions of Airbus AOT A71N001-12, Rev. 2, dated February 27, 2013; or the Accomplishment Instructions of Goodrich Service Bulletin RA32071-146, Rev. 2, dated July 26, 2012; may be used to verify the correct finish of the part.

(l) New Requirement of This AD: Repetitive Inspections

At the latest of the applicable times specified in paragraphs (l)(1), (l)(2), and (l)(3) of this AD: Do a detailed inspection for damaged, cracked, broken, or missing aft engine mount retainers, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-71-1060, Revision 01, dated April 7, 2015; or Goodrich Service Bulletin RA32071-160, dated September 18, 2014. Repeat the inspection of the aft engine mount retainers thereafter at intervals not to exceed 12 months.

(1) Within 12 months since the date of issuance of the original airworthiness certificate or the date of issuance of the original export certificate of airworthiness.

(2) Within 12 months after installation of new retainers.

(3) Within 9 months after the effective date of this AD.

(m) New Requirement of This AD: Replacement of Retainers With Findings

If, during any detailed inspection specified in paragraph (l) of this AD, any installed aft engine mount retainer is found damaged, cracked, broken, or missing: Before further flight, replace all affected aft engine mount retainers with new retainers, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-71-1060, Revision 01, dated April 7, 2015.

(n) New Requirement of This AD: No Terminating Action

Replacement of retainers on an airplane, as required by paragraph (m) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (l) of this AD for that airplane.

(o) New Requirement of This AD: Required Reporting

Submit a report of positive findings of any inspection required by paragraph (l) of this AD to Airbus at the applicable time specified in paragraph (o)(1) or (o)(2) of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of landings and flight hours on the airplane.

(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.

(p) Credit for Previous Actions

(1) This paragraph restates the provisions of paragraph (l) of AD 2014-14-06, with no changes. This paragraph provides credit for actions required by paragraphs (g), (i), and (j) of this AD, if those actions were performed before August 27, 2014 (the effective date of AD 2014-14-06) using Airbus AOT A71N001-12, Rev. 1, dated August 9, 2012. This service information is not incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraph (l) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-71-1060, dated October 9, 2014. Airbus Service Bulletin A320-71-1060, dated October 9, 2014, is not incorporated by reference in this AD.

(3) This paragraph provides credit for actions required by paragraph (m) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-71-1060, dated October 9, 2014, provided that it can be conclusively determined that the torque value units applicable to nut item (14) that are specified in Airbus Service Bulletin A320-71-1060, Revision 01, dated April 7, 2015, have been used. Airbus Service Bulletin A320-71-1060, dated October 9, 2014, is not incorporated by reference in this AD.

(q) Other FAA AD Provisions

The following provisions also apply to this AD:

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

SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(ii) AMOCs approved previously for AD 2014-14-06, are approved as AMOCs for the corresponding provisions of paragraphs (g), (i), (j), and (k) of this AD.

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

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

(4) Required for Compliance (RC): If any Airbus 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 a serviceable condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(r) 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.

(s) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0021, dated February 13, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-3632.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (t)(5), (t)(6), and (t)(7) of this AD.

(t) 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 August 16, 2016.

(i) Airbus Service Bulletin A320-71-1060, Revision 01, dated April 7, 2015.

(ii) Goodrich Service Bulletin RA32071-160, dated September 18, 2014.

(4) The following service information was approved for IBR on August 27, 2014 (79 FR 42655, July 23, 2014).

(i) Airbus Alert Operators Transmission A71N001-12, Rev. 2, dated February 27, 2013. The first page of this document contains the document number, revision, and date; no other page of this document contains this information.

(ii) Goodrich Service Bulletin RA32071-146, Rev. 2, dated July 26, 2012.

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

(6) For Goodrich Aerostructures service information identified in this AD, contact Goodrich Aerostructures, 850 Lagoon Drive, Chula Vista, CA 91910-2098; telephone 619-691-2719; email jan.lewis@goodrich.com; Internet <http://www.goodrich.com/TechPubs>.

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

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

Issued in Renton, Washington, on July 1, 2016.

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



2016-15-01 Airbus: Amendment 39-18592. Docket No. FAA-2016-3993; Directorate Identifier 2015-NM-065-AD.

(a) Effective Date

This AD is effective August 26, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(6) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
- (2) Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (3) Airbus Model A300 B4-605R and B4-622R airplanes.
- (4) Airbus Model A300 F4-605R and F4-622R airplanes.
- (5) Airbus Model A300 C4-605R Variant F airplanes.
- (6) Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of partial loss of no-back brake (NBB) efficiency on the trimmable horizontal stabilizer actuator (THSA). We are issuing this AD to prevent loss of THSA NBB efficiency, which, in conjunction with the inability of the power gear to keep the ball screw in its last commanded position, could lead to an uncommanded movement of the horizontal stabilizer, possibly resulting in loss of control of the airplane.

(f) Compliance

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

(g) Affected THSAs

THSAs affected by the requirements of this AD have part numbers (P/Ns) 47142-403, 47142-413, 47142-414, and 47142-423.

Note 1 to paragraph (g) of this AD: FAA AD 2011-15-08, Amendment 39-16755 (76 FR 42029, July 18, 2011), requires installation of three secondary retention plates for the gimbal bearings on the

THSA upper primary attachment, which involved a THSA part number change from the -300 series to the -400 series.

Note 2 to paragraph (g) of this AD: The life limits specified in Part 4 of the airworthiness limitations section are still relevant for the affected THSA. This AD addresses a replacement limit for the NBB disks installed on the THSA, not the life limit for the THSA itself.

(h) Inspection for Affected THSAs, Flight Cycles, and THSA Replacement

Before each date and before exceeding the corresponding THSA flight-cycle limits specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, do the actions specified in paragraphs (h)(1) and (h)(2) of this AD; and before exceeding the flight-cycle limit corresponding to each date as specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, do the actions specified in paragraph (i) of this AD.

(1) Do an inspection of the THSA to determine the part number and serial number. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and serial number of the THSA can be conclusively determined from that review.

(2) Do an inspection of the airplane maintenance records to determine the flight cycles accumulated on each affected THSA since first installation on an airplane, or since last NBB replacement, whichever is later. If no maintenance records conclusively identifying the last NBB disk replacement are available, the flight cycles accumulated since first installation of the THSA on an airplane apply.

(i) THSA Replacement

By each date specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, for those affected THSAs having reached or exceeded the corresponding number of flight cycles specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, replace the THSA with a serviceable unit, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-27-6070, dated February 17, 2015; or Airbus Service Bulletin A310-27-2106, dated February 17, 2015, as applicable.

(j) Compliance Dates and THSA Flight-Cycle Limits

Paragraphs (j)(1), (j)(2), and (j)(3) of this AD specify compliance dates and THSA flight-cycle limits for accomplishing the actions required by paragraphs (h) and (i) of this AD.

(1) As of 30 days after the effective date of this AD: The affected THSA flight-cycle limit is 30,000 flight cycles since first installation of the THSA on an airplane, or since last NBB replacement, whichever is later.

(2) As of February 1, 2017: The affected THSA flight-cycle limit is 20,000 flight cycles since first installation of the THSA on an airplane, or since last NBB replacement, whichever is later.

(3) As of February 1, 2019: The affected THSA flight-cycle limit is 14,600 flight cycles since first installation of the THSA on an airplane, or since last NBB replacement, whichever is later.

(k) Serviceable THSA Definition

For the purpose of this AD, a serviceable THSA is a unit identified in paragraph (k)(1) or (k)(2) of this AD.

(1) A THSA identified in paragraph (g) of this AD that, as of each date specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, has not exceeded the flight-cycle limits specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD since first installation of the THSA on an airplane, or since the last NBB disk replacement, whichever is later.

(2) A THSA with a different part number (e.g., a THSA that is not identified in paragraph (g) of this AD) that is not affected by the requirements of this AD.

(l) THSA Replacements

As of each date and before exceeding the flight-cycle limit corresponding to each date specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD: Replace each affected THSA with a serviceable unit, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-27-6070, dated February 17, 2015; or Airbus Service Bulletin A310-27-2106, dated February 17, 2015.

(m) Parts Installation Limitation

Before each date specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, an operator may install an affected THSA on an airplane, provided that the unit has not exceeded the corresponding number of flight cycles specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD, since first installation on an airplane, or since last NBB replacement, whichever is later.

(n) 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 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) 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.

(o) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2015-0081, dated May 7, 2015, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-3993.

(p) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-27-6070, dated February 17, 2015.

(ii) Airbus Service Bulletin A310-27-2106, dated February 17, 2015.

(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 July 11, 2016.

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