

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT  
BIWEEKLY 2015-04**

*2/9/2015 - 2/22/2015*



Federal Aviation Administration  
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## LARGE AIRCRAFT

| AD No.   | Information  | Manufacturer                                     | Applicability  |
|--|--------------|--|--|
| Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces |              |  |  |
| <b>Biweekly 2015-01</b>  |              |  |  |
| 2014-26-03   |              | Saab AB, Saab Aerosystems                        | 340B   |
| <b>Biweekly 2015-02</b>  |              |  |  |
| 2014-25-51   |              | Airbus   | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232   |
| 2014-25-52   |              | Airbus   | A330-223F, -243F, A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541 and A340-642  |
| 2014-26-06   |              | ATR–GIE Avions de Transport Régional             | ATR42-500 and ATR72-212A   |
| 2014-26-07   |              | Dassault Aviation                                | FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G   |
| 2014-26-09   | R 2014-03-05 | Bombardier, Inc.                                 | BD-700-1A10  |
| 2014-26-10   |              | Airbus   | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232                                       |
| 2014-26-53   |              | Airbus   | A319-115, A319-133, A320-214, A320-232, and A320-233   |
| 2015-01-01   | R 2011-09-11 | The Boeing Company                               | 777-200 and -300 series  |
| <b>Biweekly 2015-03</b>  |              |  |  |
| 2014-23-15   | R 2011-14-06 | Airbus   | A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232                           |
| 2014-26-08   | R 2011-13-09 | Airbus   | A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343  |
| 2015-02-02   |              | Bombardier, Inc                                  | CL-215-6B11 (CL-215T Variant), CL-215-6B11 (CL-415 Variant)  |
| 2015-02-03   |              | Airbus   | A300 B4-601, B4-603, B4-605R, F4-605R, and C4-605R Variant F   |
| 2015-02-04   |              | Dassault Aviation                                | MYSTERE-FALCON 50  |
| 2015-02-05   |              | The Boeing Company                               | 717-200, DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F, MD-10-10F and MD-10-30F, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87), MD-88, MD-90-30 |
| 2015-02-06   |              | Bombardier, Inc                                  | CL-600-2B16 (CL-604 Variant)   |
| 2015-02-08   |              | Rolls-Royce Corporation (RRC)                    | AE 2100D2, 2100D2A, 2100D3, 2100P and AE 3007A1, A1/1, A1/3, A1E, A1P, A2, A3, C, C1, and C2   |
| 2015-02-11   |              | Airbus   | A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313   |
| 2015-02-12   |              | Bombardier, Inc                                  | DHC-8-400, -401 and -402   |
| 2015-02-13   |              | Empresa Brasileira de Aeronautica S.A. (Embraer) | EMB -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP   |
| 2015-02-16   | R 2009-06-06 | 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, A300 F4-605R and F4-622R, A300 C4-605R Variant F  |
| 2015-02-17   |              | Airbus   | A330-201, -202, -203, -223, -223F, -243, and -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes   |
| 2015-02-18   |              | Airbus   | A330-201, -202, -203, -301, -302, and -303   |
| 2015-02-19   | R 95-24-04   | Airbus   | A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R, A300 C4-605R Variant F  |

## LARGE AIRCRAFT

| AD No.   | Information   | Manufacturer         | Applicability   |
|--|---|----------------------|---|
| Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces |   |                      |   |
| 2015-02-20   | S 2013-15-10  | Rolls-Royce plc (RR) | RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17, 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84 |
| 2015-02-23   |   | Bombardier, Inc      | CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants)  |
| 2015-02-26   | R 2013-24-13  | The Boeing Company   | 737-100, -200, -200C, -300, -400, and -500 series, 737-600, -700, -700C, -800, and -900 series  |
| <b>Biweekly 2015-04</b>  |   |                      |   |
| 2015-02-24   | R 2007-03-18<br>R2008-17-02<br>R2012-08-03<br>R2012-15-14 | Airbus               | A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325                |
| 2015-02-25   |   | Bombardier, Inc.     | DHC-8-400, -401, and -402   |
| 2015-03-01   |   | Bombardier, Inc.     | CL-600-2B19 (Regional Jet Series 100 & 440)   |
| 2015-03-02   |   | Airbus               | A319-115, A319-133, A320-214, A320-232, and A320-233  |
| 2015-03-04   |   | 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  |
| 2015-03-05   | R 2012-09-07  | Airbus               | A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232  |
| 2015-03-06   | R 2007-22-10  | 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   |



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**2015-02-24 Airbus:** Amendment 39-18093. Docket No. FAA-2014-0142; Directorate Identifier 2012-NM-161-AD.

**(a) Effective Date**

This AD becomes effective March 17, 2015.

**(b) Affected ADs**

This AD replaces the ADs specified in paragraphs (b)(1) through (b)(4) of this AD.

- (1) AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007).
- (2) AD 2008-17-02, Amendment 39-15640 (73 FR 47032, August 13, 2008).
- (3) AD 2012-08-03, Amendment 39-17019 (77 FR 24367, April 24, 2012).
- (4) AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012).

**(c) Applicability**

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

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

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of cracking in the forward lug of the main landing gear (MLG) rib 5 aft bearing attachment. We are issuing this AD to detect and correct cracking of the forward lugs of the aft bearing at rib 5 of the MLG on the left-hand (LH) and right-hand (RH) wings, which could affect the structural integrity of the MLG attachment, resulting in possible MLG collapse during landing or rollout.

**(f) Compliance**

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

**(g) Retained Repetitive Detailed Inspection and Corrective Actions**

This paragraph restates the requirements of paragraph (f) of AD 2008-17-02, Amendment 39-15640 (73 FR 47032, August 13, 2008). For Model A310 airplanes, except for those where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit

bushes as per Airbus A310 Repair Instruction R572-49121, or which have had Airbus Service Bulletin A310-57-2090 (Airbus Modification 13329) embodied in service: Do the actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-57A2088, dated November 6, 2006.

(1) Before the accumulation of 12,000 total flight cycles, or within 14 days after February 6, 2007 (the effective date of AD 2007-02-09, Amendment 39-14896 (72 FR 2612, January 22, 2007)), whichever occurs later: Perform a detailed visual inspection of the LH and RH wing MLG rib 5 aft bearing forward lugs.

(2) If any crack is detected at LH and/or RH aft bearing forward lug, contact Airbus and proceed with the replacement before next flight.

(3) Repeat the inspection at intervals not exceeding 100 flight cycles.

#### **(h) Retained Actions and Compliance**

This paragraph restates the requirements of paragraph (g) of AD 2008-17-02, Amendment 39-15640 (73 FR 47032, August 13, 2008), with new service information for paragraphs (h)(2), (h)(3), and (h)(4)(ii) of this AD, and specific delegation approval language in paragraphs (h)(3) and (h)(4)(ii) of this AD. For Model A310 airplanes, except for those where LH and RH wing MLG rib 5 forward lugs have been repaired by installation of oversized interference fit bushes as per Airbus A310 Repair Instruction R572-49121, or which have had Airbus Service Bulletin A310-57-2090 (Airbus Modification 13329) embodied in service: Before the accumulation of 12,000 total flight cycles or before the accumulation of 12,000 flight cycles on MLG rib 5, or within 14 days after September 17, 2008 (the effective date of AD 2008-17-02), whichever occurs latest, perform either a detailed visual inspection (DVI) or an ultrasonic inspection of the LH and RH MLG rib 5 aft bearing forward lug for cracks, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-57-2091, excluding Appendix 01, dated May 22, 2007. If a MLG rib 5 has been replaced on one side only, then the LH and RH must be considered separately. Doing this inspection ends the requirements of paragraph (g) of this AD for that MLG rib 5 only.

(1) If no crack is detected during any inspection required by paragraph (h) of this AD: Repeat the applicable inspection at the time specified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) Repeat the DVI thereafter at intervals not to exceed 100 flight cycles.

(ii) Repeat the ultrasonic inspection thereafter at intervals not to exceed 825 flight cycles.

(2) Replacement of the MLG rib 5 bushes with new bushes with high interference fit in the aft bearing forward lugs of MLG rib 5, in accordance with the Accomplishment Instructions of a service bulletin specified in paragraph (h)(2)(i), (h)(2)(ii), or (h)(2)(iii) of this AD, ends the repetitive inspections required by paragraph (h)(1) of this AD for that MLG rib 5 only. As of the effective date of this AD, use only Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012, for the actions specified in this paragraph.

(i) Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007.

(ii) Airbus Mandatory Service Bulletin A310-57-2090, Revision 02, dated June 18, 2010.

(iii) Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012.

(3) If any crack is detected during the DVI required by paragraph (h) of this AD: Before further flight, contact Airbus for replacement instructions and replace the MLG rib 5 bushes before further flight. As of the effective date of this AD: Before further flight, replace 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). Repeat the applicable inspection in paragraph (h) of this AD at the time specified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD. Accomplishing the replacement of the MLG rib 5 bushes with new bushes with high interference fit in the aft bearing forward lugs of MLG rib 5, in accordance with the Accomplishment Instructions of a service bulletin specified in paragraph (h)(2)(i), (h)(2)(ii), or (h)(2)(iii) of this AD, ends the repetitive inspections required by paragraph (h)(1) of this AD for that MLG rib 5 only.

(4) If any crack is detected during the ultrasonic inspection required by paragraph (h) of this AD, before further flight, accomplish the actions specified in paragraph (h)(4)(i) or (h)(4)(ii) of this AD, as applicable.

(i) If any crack is not visible on MLG rib 5: Before further flight, repair MLG rib 5 using Airbus A310 Repair Instruction R572-49121, Issue C, dated May 2007. After embodiment of the repair instruction, no further actions are necessary as required by paragraphs (g) and (h) of this AD and specified in Airbus Service Bulletin A310-57-2091, excluding Appendix 01, dated May 22, 2007, for that MLG rib 5 only.

(ii) If any crack is visible on MLG rib 5: Before further flight, contact Airbus for rib replacement instructions, and replace before further flight. As of the effective date of this AD: Before further flight, replace using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA. Repeat the applicable inspection in paragraph (h) of this AD at the time specified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD. Accomplishing the replacement of the MLG rib 5 bushes with new bushes with high interference fit in the aft bearing forward lugs of MLG rib 5, in accordance with the Accomplishment Instructions of a service bulletin specified in paragraph (h)(2)(i), (h)(2)(ii), or (h)(2)(iii) of this AD, ends the repetitive inspections required by paragraph (h) of this AD for that MLG rib 5 only.

Note 1 to paragraph (h) of this AD: The ultrasonic inspection will detect any crack at an early stage and will limit the risk of extensive repairs. This earlier crack detection is not possible with the DVI.

#### **(i) Retained Installation**

This paragraph restates the requirements of paragraph (g) of AD 2012-08-03, Amendment 39-17019 (77 FR 24367, April 24, 2012), and applies to the airplanes identified in paragraph (j) of this AD. Within 30 months after May 29, 2012 (the effective date of AD 2012-08-03), install new bushes with increased interference fit in the gear rib 5 aft bearing forward lug on the LH and RH wings, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD; except as specified in paragraph (k) of this AD.

(1) Airbus Mandatory Service Bulletin A300-57-0249, Revision 03, dated January 18, 2012 (for Model A300 B4-2C, B4-103, and B4-203 airplanes).

(2) Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012 (for Model A300-600 series airplanes).

(3) Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012 (for Model A310 series airplanes).

#### **(j) Affected Airplanes for the Actions Required by Paragraph (i) of This AD**

For airplanes identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD: Do the actions required by paragraph (i) of this AD.

(1) Airbus Model A300 B4-2C, B4-103, and B4-203 airplanes; all serial numbers; except airplanes on which the MLG rib 5 forward lugs of the LH and RH wings have been repaired by installation of oversized interference fit bushes specified in Airbus Repair Instruction R57240221, or those on which the LH and RH wings have had Airbus Service Bulletin A300-57-0249 embodied in service.

(2) Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes; Airbus Model A300 B4-605R and B4-622R airplanes; Airbus Model A300 F4-605R and F4-622R airplanes; and Airbus Model A300 C4-605R Variant F airplanes; all serial numbers; except airplanes on which the MLG rib 5 forward lugs of the LH and RH wings have been repaired by installation of oversized interference fit bushes specified in Airbus Repair Instruction R57240221, or those on which the LH and RH wings have had Airbus Service Bulletin A300-57-6106 embodied in service.

(3) Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; all serial numbers; except airplanes on which the MLG rib 5 forward lugs of the LH and RH wings have been repaired by installation of oversized interference fit bushes specified in Airbus Repair Instruction R57249121, or those on which the LH and RH wings have had Airbus Service Bulletin A310-57-2090 embodied in service.

**(k) Retained Exception for Airplanes Identified in Paragraphs (j)(1), (j)(2), and (j)(3) of This AD**

This paragraph restates the requirements of paragraph (h) of AD 2012-08-03, Amendment 39-17019 (77 FR 24367, April 24, 2012), and applies to the airplanes identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD. If one wing had rib 5 forward lugs of the MLG repaired by installing oversized interference fit bushes, as specified in Airbus Repair Instruction R57240221 or Airbus Repair Instruction R572-49121, as applicable to the airplane model, then installing new bushes with increased interference fit in the aft bearing forward lug of the gear rib, as specified in paragraph (i) of this AD, is required for the opposite wing only.

**(l) Retained Terminating Action for Certain Inspections**

This paragraph restates the requirements of paragraph (i) of AD 2012-08-03, Amendment 39-17019 (77 FR 24367, April 24, 2012), and applies to the airplanes identified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD. Installation of new bushes, as specified in paragraph (i) of this AD, is terminating action for the repetitive inspections required by AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007); and by paragraphs (g) and (h) of this AD.

**(m) Retained Repetitive Inspections**

This paragraph restates the requirements of paragraph (g) of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), and applies to the airplanes identified in paragraph (n) of this AD. Except as provided by paragraph (o) of this AD: Before the accumulation of 12,000 total flight cycles since new, or within 12,000 flight cycles since the most recent MLG rib 5 replacement, if applicable, or within 10 days after September 11, 2012 (the effective date of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012)), whichever occurs latest, do a detailed inspection or an ultrasonic inspection for cracking of the LH and RH MLG rib 5 aft bearing forward lugs, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0251, including Appendix 01, dated August 8, 2007 (for Model A300 B4-103, B4-203, and B4-2C airplanes); or Airbus Mandatory Service Bulletin A300-57-6107, including Appendix 01, dated August 8, 2007 (for Model A300-600 series airplanes). Repeat the applicable inspections thereafter at the applicable interval specified in paragraph (m)(1) or (m)(2) of this AD, until the modification specified in paragraph (q) of this AD is accomplished.

- (1) Repeat the detailed inspections at intervals not to exceed 100 flight cycles.
- (2) Repeat the ultrasonic inspections at intervals not to exceed 675 flight cycles.

**(n) Affected Airplanes for the Actions Required by Paragraph (m) of This AD**

For Airbus Model A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R airplanes; and Model A300 C4-605R Variant F airplanes; all serial numbers; except for airplanes identified in paragraphs (n)(1), (n)(2), and (n)(3) of this AD: Do the actions required by paragraph (m) of this AD, except as provided by paragraph (o) of this AD.

- (1) Airplanes on which LH and RH wing MLG rib 5 forward lugs have oversized interference fit bushings installed per Airbus Repair Instruction R57240221.

(2) Model A300 B4-103, B4-203, and B4-2C airplanes on which Airbus Service Bulletin A300-57-0249 has been done in service on the LH and RH wings.

(3) Model A300-600 series airplanes on which Airbus Service Bulletin A300-57-6106 has been done in service on the LH and RH wings.

**(o) Retained Exception for Certain Airplanes Identified in Paragraph (n) of This AD**

This paragraph restates the requirements of paragraph (h) of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), and applies to the airplanes identified in paragraph (n) of this AD on which an inspection required by AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007), has been done as of September 11, 2012 (the effective date of AD 2012-15-14): Within 100 flight cycles after doing the most recent inspection required by AD 2007-03-18, or within 10 days after September 11, 2012, whichever occurs later, do a detailed or ultrasonic inspection as specified in paragraph (m) of this AD. Repeat the applicable inspection thereafter at the times specified in paragraph (m) of this AD.

**(p) Retained Repair**

This paragraph restates the requirements of paragraph (i) of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), with specific delegation approval language. If any cracking is detected during any detailed or ultrasonic inspection of the LH and RH MLG rib 5 aft bearing forward lugs required by paragraph (m) of this AD, before further flight, repair using a method approved by Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA.

**(q) Retained Optional Terminating Modification**

This paragraph restates the optional terminating modification of paragraph (j) of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), and applies to the airplanes identified in paragraph (n) of this AD. Performing the applicable actions specified in paragraphs (q)(1), (q)(2), (q)(3), and (q)(4) of this AD, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010 (for Model A300 B4-103, B4-203, and B4-2C airplanes); or Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012 (for Model A300-600 series airplanes); terminates the repetitive inspections required by paragraph (m) of this AD.

(1) Perform a general visual inspection and dye penetrant flaw detection inspection for corrosion and damage of the bore and spotfaces of the lug.

(2) Determine that the diameter of the bore of the lug (dimension Y) is within the tolerance specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010 (for Model A300 B4-103, B4-203, and B4-2C airplanes); or Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012 (for Model A300-600 series airplanes).

(3) If damage or corrosion is detected during any inspection specified in paragraph (q)(1) of this AD, or if dimension Y is outside the tolerance specified in the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010 (for Model A300 B4-103, B4-203, and B4-2C airplanes); or Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012 (for Model A300-600 series airplanes); repair using a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

(4) Install bushings with an increased interference fit in the aft bearing forward lugs, in accordance with the Accomplishment Instructions of Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010 (for Model A300 B4-103, B4-203, and B4-2C airplanes); or

Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012 (for Model A300-600 series airplanes).

**(r) Retained Terminating Action for AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007)**

This paragraph restates the terminating action statement of paragraph (k) of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), and applies to the airplanes identified in paragraph (n) of this AD. Doing the actions required by paragraph (q) of this AD terminates the inspections required by AD 2007-03-18, Amendment 39-14929 (72 FR 5919, February 8, 2007), for that airplane.

**(s) Retained Reporting**

This paragraph restates the requirements of paragraph (l) of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), and applies to the airplanes identified in paragraph (n) of this AD. Submit a report (including both positive and negative findings), using the applicable report sheet attached to Airbus Mandatory Service Bulletin A300-57-0251, including Appendix 01, dated August 8, 2007 (for Model A300 B4-103, B4-203, and B4-2C airplanes); or Airbus Mandatory Service Bulletin A300-57-6107, including Appendix 01, dated August 8, 2007 (for Model A300-600 series airplanes); of the first inspection required by paragraph (m) of this AD. Submit the report to Airbus, Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex France, Attn: SEDCC1 Technical Data and Documentation Services; fax: (+33) 5 61 93 28 06; email: sb.reporting@airbus.com; at the applicable time specified in paragraph (s)(1) or (s)(2) of this AD.

(1) If the inspection was done on or after September 11, 2012 (the effective date of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012)): Submit the report within 30 days after the inspection.

(2) If the inspection was done before September 11, 2012 (the effective date of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012)): Submit the report within 30 days after September 11, 2012.

**(t) New Repetitive Inspections**

For airplanes identified in paragraph (u) of this AD: At the applicable time specified in paragraph (v)(1) or (v)(2) of this AD, do a detailed inspection for cracking, or an ultrasonic inspection for any crack indications of the LH and RH MLG rib 5 aft bearing forward lugs, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (t)(1), (t)(2), or (t)(3) of this AD. Repeat the inspection thereafter at intervals not to exceed the applicable time specified in paragraph (v)(3) or (v)(4) of this AD.

(1) Airbus Service Bulletin A300-57-0255, including Inspection Reporting Form, dated January 13, 2012 (for Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes).

(2) Airbus Service Bulletin A300-57-6112, including Inspection Reporting Form, dated January 13, 2012 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R airplanes).

(3) Airbus Service Bulletin A310-57-2101, including Inspection Reporting Form, dated January 13, 2012 (for Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes).

**(u) Affected Airplanes for the Actions Required by Paragraph (t) of This AD**

For airplanes on which any modification or repair described in the service bulletins identified in paragraph (u)(1), (u)(2), or (u)(3) of this AD, as applicable, has been accomplished in service; and for airplanes with MLG rib 5 already repaired as specified in Airbus Repair Instruction R57240221 or

R572-49121, including any airplane with the MLG rib 5 forward lugs repaired on one wing; by installation of oversized interference fit bushes, as specified in Airbus Repair Instruction R57240221 or R572-49121, as applicable: Do the actions required by paragraph (t) of this AD.

(1) Airbus Service Bulletin A300-57-0249, dated May 22, 2007; Revision 01, dated December 19, 2007; or Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010 (for Model A300 B4-2C, B4-103, and B4-203 airplanes).

(2) Airbus Service Bulletin A300-57-6106, dated May 22, 2007; Revision 01, dated January 28, 2008; or Revision 02, dated June 18, 2010 (for Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes).

(3) Airbus Service Bulletin A310-57-2090, dated May 22, 2007; Revision 01, dated December 19, 2007; or Revision 02, dated June 18, 2010 (for Model A310 series airplanes).

**(v) Compliance Times for Paragraph (t) of This AD**

This paragraph specifies the compliance times for the actions specified in paragraph (t) of this AD.

(1) For airplanes identified in paragraph (c)(1) of this AD: Do the initial inspection required by paragraph (t) of this AD within 2,500 flight cycles after any modification or repair specified in paragraph (u) of this AD was done, or within 550 flight cycles after the effective date of this AD, whichever occurs later.

(2) For airplanes identified in paragraph (c)(2) of this AD: Do the initial inspection required by paragraph (t) of this AD within 2,500 flight cycles after any modification or repair specified in paragraph (u) of this AD was done, or within 775 flight cycles after the effective date of this AD, whichever occurs later.

(3) For airplanes identified in paragraph (c)(1) of this AD: For the repetitive inspection required by paragraph (t) of this AD, repeat the inspection within 550 flight cycles after any detailed inspection, and within 1,000 flight cycles after any ultrasonic inspection, as applicable.

(4) For airplanes identified in paragraph (c)(2) of this AD: For the repetitive inspection required by paragraph (t) of this AD, repeat the inspection within 775 flight cycles after any detailed inspection, and within 1,300 flight cycles after any ultrasonic inspection, as applicable.

**(w) New Requirement of This AD: Report and Detailed Inspection**

If, during any ultrasonic inspection required by paragraph (t) of this AD, any crack indication is detected: Before further flight, report to Airbus using the applicable report sheet attached to the applicable Airbus service bulletin specified in paragraph (t)(1), (t)(2), or (t)(3) of this AD, and concurrently accomplish a detailed inspection for cracking of the affected MLG rib 5 aft bearing forward lug, in accordance with the Accomplishment Instructions of the applicable Airbus service bulletin specified in paragraph (t)(1), (t)(2), or (t)(3) of this AD. Repeat the detailed inspection thereafter at intervals not to exceed 100 flight cycles.

**(x) New Requirement of This AD: Cracking Repair**

If any cracking is detected during any detailed inspection required by paragraph (t) or (w) of this AD: Before further flight, repair the cracking using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Airbus's EASA DOA.

**(y) New Requirement of This AD: Reporting**

Submit a report (including both positive and negative findings), using the reporting sheet attached to the applicable Airbus service bulletin specified in paragraph (y)(1), (y)(2), or (y)(3) of this AD, of the first inspection required by paragraph (t) of this AD. Submit the report to Airbus,

Customer Services Directorate, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex France, Attn: SEDCC1 Technical Data and Documentation Services; fax: (+33) 5 61 93 28 06; email: sb.reporting@airbus.com. Submit the report within 30 days after the inspection or within 30 days after the effective date of this AD, whichever occurs later.

(1) Airbus Service Bulletin A300-57-0255, including Inspection Reporting Form, dated January 13, 2012 (for Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes).

(2) Airbus Service Bulletin A300-57-6112, including Inspection Reporting Form, dated January 13, 2012 (for Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R airplanes).

(3) Airbus Service Bulletin A310-57-2101, including Inspection Reporting Form, dated January 13, 2012 (for Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes).

## **(z) Credit for Previous Actions**

(1) This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before May 29, 2012 (the effective date of AD 2012-08-03, Amendment 39-17019 (77 FR 24367, April 24, 2012)), using an applicable service bulletin specified in paragraph (z)(1)(i), (z)(1)(ii), or (z)(1)(iii) of this AD.

(i) For Model A300 B4-2C, B4-103, and B4-203 airplanes: The service bulletins are specified in paragraphs (z)(1)(i)(A), (z)(1)(i)(B), and (z)(1)(i)(C) of this AD.

(A) Airbus Service Bulletin A300-57-0249, dated May 22, 2007, which is not incorporated by reference in this AD.

(B) Airbus Service Bulletin A300-57-0249, Revision 01, dated December 19, 2007, which is not incorporated by reference in this AD.

(C) Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010, incorporated by reference in AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012).

(ii) For Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R airplanes; and Model A300 C4-605R Variant F airplanes: The service bulletins are specified in paragraphs (z)(1)(ii)(A), (z)(1)(ii)(B), and (z)(1)(ii)(C) of this AD.

(A) Airbus Service Bulletin A300-57-6106, dated May 22, 2007, which is not incorporated by reference in this AD.

(B) Airbus Service Bulletin A300-57-6106, Revision 01, dated January 28, 2008, which is not incorporated by reference in this AD.

(C) Airbus Service Bulletin A300-57-6106, Revision 02, dated June 18, 2010, which is not incorporated by reference in this AD.

(iii) For Model A310 series airplanes: The service bulletins are specified in paragraphs (z)(1)(iii)(A), (z)(1)(iii)(B), and (z)(1)(iii)(C) of this AD.

(A) Airbus Service Bulletin A310-57-2090, dated May 22, 2007, which is not incorporated by reference in this AD.

(B) Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007, incorporated by reference in AD 2008-17-02, Amendment 39-15640 (73 FR 47032, August 13, 2008).

(C) Airbus Service Bulletin A310-57-2090, Revision 02, dated June 18, 2010, which is incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraph (q) of this AD, if those actions were performed before September 11, 2012 (the effective date of AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012)), using an applicable service bulletin specified in paragraphs (z)(2)(i), (z)(2)(ii), (z)(2)(iii), (z)(2)(iv), and (z)(2)(v) of this AD.

(i) For Model A300 B4-2C, B4-103, and B4-203: Airbus Service Bulletin A300-57-0249, dated May 22, 2007, which is not incorporated by reference in this AD.

(ii) For Model A300 B4-2C, B4-103, and B4-203: Airbus Service Bulletin A300-57-0249, Revision 01, dated December 19, 2007, which is not incorporated by reference in this AD.

(iii) For Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes: Airbus Service Bulletin A300-57-6106, dated May 22, 2007, which is not incorporated by reference in this AD.

(iv) For Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes: Airbus Service Bulletin A300-57-6106, Revision 01, dated January 28, 2008, which is not incorporated by reference in this AD.

(v) For Model A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes: Airbus Service Bulletin A300-57-6106, Revision 02, dated June 18, 2010, which is not incorporated by reference in this AD.

#### **(aa) 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; phone 425-227-2125; 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 2008-17-02, Amendment 39-15640 (73 FR 47032, August 13, 2008), are approved as AMOCs for the corresponding provisions of paragraphs (g) and (h) of this AD.

(iii) AMOCs approved previously for AD 2012-08-03, Amendment 39-17019 (77 FR 24367, April 24, 2012), are approved as AMOCs for the corresponding provisions of paragraphs (i), (j), (k), and (l) of this AD.

(iv) AMOCs approved previously for AD 2012-15-14, Amendment 39-17143 (77 FR 46937, August 7, 2012), are approved as AMOCs for the corresponding provisions of paragraphs (m) through (s) 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 EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

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

**(bb) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0176, dated September 7, 2012, corrected September 20, 2012, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0142-0002>.

(2) Service information identified in this AD that is not incorporated by reference in this AD is available at the addresses specified in paragraphs (cc)(9) and (cc)(10) of this AD.

**(cc) 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 March 17, 2015.

(i) Airbus Service Bulletin A300-57-0255, including Inspection Reporting Form, dated January 13, 2012.

(ii) Airbus Service Bulletin A300-57-6112, including Inspection Reporting Form, dated January 13, 2012.

(iii) Airbus Service Bulletin A310-57-2090, Revision 02, dated June 18, 2010.

(iv) Airbus Service Bulletin A310-57-2101, including Inspection Reporting Form, dated January 13, 2012.

(4) The following service information was approved for IBR on September 11, 2012 (77 FR 46937, August 7, 2012).

(i) Airbus Mandatory Service Bulletin A300-57-0249, Revision 02, dated June 18, 2010.

(ii) Airbus Mandatory Service Bulletin A300-57-0251, including Appendix 01, dated August 8, 2007.

(iii) Airbus Mandatory Service Bulletin A300-57-6106, Revision 03, dated January 26, 2012.

(iv) Airbus Mandatory Service Bulletin A300-57-6107, including Appendix 01, August 8, 2007.

(5) The following service information was approved for IBR on May 29, 2012 (77 FR 24367, April 24, 2012).

(i) Airbus Mandatory Service Bulletin A300-57-0249, Revision 03, dated January 18, 2012.

(ii) Airbus Mandatory Service Bulletin A310-57-2090, Revision 03, dated January 23, 2012.

(6) The following service information was approved for IBR on September 17, 2008 (73 FR 47032, August 13, 2008).

(i) Airbus Service Bulletin A310-57-2090, Revision 01, dated December 19, 2007.

(ii) Airbus Service Bulletin A310-57-2091, excluding Appendix 01, dated May 22, 2007.

(iii) Airbus A310 Repair Instruction R572-49121, Issue C, dated May 2007.

(7) The following service information was approved for IBR on February 6, 2007 (72 FR 2612, January 22, 2007).

(i) Airbus Service Bulletin A310-57A2088, excluding Appendix 01, dated November 6, 2006.

(ii) Reserved.

(8) 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](mailto:account.airworth-eas@airbus.com); Internet <http://www.airbus.com>.

(9) 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.

(10) 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 January 21, 2015.  
Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2015-02-25 Bombardier, Inc.:** Amendment 39-18094. Docket No. FAA-2014-0146; Directorate Identifier 2013-NM-243-AD.

**(a) Effective Date**

This AD becomes effective March 17, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4063 through 4118 inclusive.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, 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) Replacement**

Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first: Replace fitting part number (P/N) 82822074-951 with new P/N 82822074-009, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-28-12, Revision A, dated June 20, 2013.

**(h) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-28-12, dated July 23, 2012, which is not incorporated by reference in this AD.

**(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-32, dated October 8, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-00146-0002>.

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

**(k) Material Incorporated by Reference**

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

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

(i) Bombardier Service Bulletin 84-28-12, Revision A, dated June 20, 2013.

(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](mailto: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 January 21, 2015.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2015-03-01 Bombardier, Inc.:** Amendment 39-18097. Docket No. FAA-2014-0750; Directorate Identifier 2014-NM-147-AD.

**(a) Effective Date**

This AD becomes effective March 17, 2015.

**(b) Affected ADs**

None.

**(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 reports of dislodged engine fan cowl panels. We are issuing this AD to prevent damage to the fuselage and flight control surfaces from dislodged engine fan cowl panels.

**(f) Compliance**

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

**(g) Fastener Installation**

Within 6,000 flight hours after the effective date of this AD: Install attaching hardware on the left and right 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.

**(h) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 601R-71-034, dated March 31, 2014; or Service Bulletin 601R-71-034, Revision A, dated April 28, 2014. This service information is not incorporated by reference in this AD.

**(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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, Engine and Propeller Directorate, 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-2014-20, dated July 9, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0750-0002>.

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

**(k) Material Incorporated by Reference**

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

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

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

(ii) Reserved.

(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](mailto: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 January 30, 2015.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2015-03-02 Airbus:** Amendment 39-18098. Docket No. FAA-2015-0087; Directorate Identifier 2014-NM-234-AD.

**(a) Effective Date**

This AD becomes effective February 24, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Model A319-115, A319-133, A320-214, A320-232, and A320-233 airplanes, certificated in any category, manufacturer serial numbers (MSN) 5817, 5826, 5837, 5848, 5855, 5864, 5875, 5886, 5896, and 5910, and MSNs 5918 and subsequent.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of failure of certain fasteners on the main landing gear (MLG) support rib lower flange. We are issuing this AD to detect and correct discrepancies of the fasteners at the outboard MLG support rib lower flange, which could result in an airplane not meeting its maximum loads expected in service. This condition could result in structural failure.

**(f) Compliance**

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

**(g) Repetitive Inspections**

Within 4 months after the effective date of this AD, or within 4 months after the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness, or before further flight for any airplane that is not in operation for more than 4 months, whichever occurs latest: Do a detailed visual inspection of the left and right outboard MLG support rib lower flange to detect any discrepancy (broken or missing fastener tails or nuts), in accordance with Airbus Alert Operators Transmission (AOT) A57N006-14, Revision 00, dated December 4, 2014. Repeat the inspection thereafter at intervals not to exceed 4 months.

**(h) Corrective Actions for the Inspections Required by Paragraph (g) of This AD**

If, during any inspection required by paragraph (g) of this AD, any discrepancy is found on the left or right outboard MLG support rib lower flange: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT-A57N006-14, Revision 00, dated December 4, 2014. Replacement of fasteners on an airplane does not constitute terminating action for the repetitive inspections required by paragraph (g) of this AD.

**(i) Other FAA Provisions**

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

**(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) Related Information**

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0270R1, dated December 15, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0087.

**(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 February 6, 2015 (80 FR 3155, January 22, 2015).

(i) Airbus Alert Operators Transmission A57N006-14, Revision 00, dated December 4, 2014.

(ii) Reserved.

(4) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto:account.airworth-eas@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 January 30, 2015.

Jeffrey E.Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2015-03-04 The Boeing Company:** Amendment 39-18100 ; Docket No. FAA-2014-0522;  
Directorate Identifier 2014-NM-087-AD.

**(a) Effective Date**

This AD is effective March 25, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 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, certificated in any category, as identified in Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by reports of fuselage skin cracks at the lower forward corner of the main entry door (MED) 1 cutout. We are issuing this AD to detect and correct skin cracking, which can become large and could adversely affect the structural integrity of the airplane.

**(f) Compliance**

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

**(g) Repetitive Inspections and Corrective Actions**

Except as specified in paragraph (j)(1) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014: Do a detailed inspection and a surface high frequency eddy current inspection for cracking of the fuselage skin at the applicable MED 1 cutout, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014. Do all applicable corrective actions before further flight. Repeat the inspections of the applicable MED 1 cutout thereafter at the applicable intervals specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014. Accomplishing the corrective actions required by this paragraph terminates the repetitive inspection requirements of this paragraph.

**(h) Optional Terminating Action**

For airplanes on which no crack is found during the initial inspections required by paragraph (g) of this AD: Installing the preventive modification in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014, terminates the repetitive inspections required by paragraph (g) of this AD.

**(i) Post-Repair or Post-Modification Repetitive Inspections and Corrective Actions**

For airplanes on which the corrective actions required by paragraph (g) of this AD have been done, or airplanes that have installed the preventive modification specified in paragraph (h) of this AD: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014, do a detailed inspection for cracking of the fuselage skin at the applicable MED 1 cutout, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014, except as specified in paragraph (j)(2) of this AD. Do all applicable corrective actions before further flight. Repeat the inspection of the fuselage skin at the applicable MED 1 cutout thereafter at the intervals specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014.

**(j) Exceptions to Service Information**

(1) Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014, specifies a compliance time "after the Original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) If any cracking is found during any inspection required by this AD, and Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014, specifies to contact Boeing for appropriate action: Before further flight, repair the cracking using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

**(k) Alternative Methods of Compliance (AMOCs)**

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

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

**(l) Related Information**

For more information about this AD, contact Nathan Weigand, Aerospace Engineer, Airframe Branch, ANM-120S, Seattle Aircraft Certification Office (ACO), FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6428; fax: 425-917-6590; email: Nathan.P.Weigand@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) Boeing Alert Service Bulletin 747-53A2863, dated March 11, 2014.

(ii) Reserved.

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

(4) You may view this referenced 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 February 2, 2015.

Jeffrey E. Duven,  
Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2015-03-05 Airbus:** Amendment 39-18101. Docket No. FAA-2014-0484; Directorate Identifier 2013-NM-245-AD.

**(a) Effective Date**

This AD becomes effective March 25, 2015.

**(b) Affected ADs**

This AD replaces AD 2012-09-07, Amendment 39-17042 (77 FR 28238, May 14, 2012).

**(c) Applicability**

(1) This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers, except airplanes identified in paragraph (c)(2) of this AD.

(2) Airplanes that have been delivered from production with Airbus Modification 38209 (Removal of the Outer Wing Refueling Aperture) incorporated, and without Airbus Modification 38206 (Re-introduction of the Outer Wing Refueling Aperture) incorporated, are not affected by the requirements of this AD.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by a determination that more airplanes are subject to the identified unsafe condition. We are issuing this AD to detect and correct corrosion and improper bonding, which, in combination with a lightning strike in this area, could create a source of ignition in a fuel tank, resulting in a fire or explosion and consequent loss of the airplane.

**(f) Compliance**

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

**(g) Retained Electrical Bonding Test, and General Visual Inspection if Necessary, With Changes**

This paragraph restates the requirements of paragraph (g) of AD 2012-09-07, Amendment 39-17042 (77 FR 28238, May 14, 2012), with revised repair approval language and revised service information. For Model A319-111, -112, and -132 airplanes; Model A320-111, -211, -212, -214 and -232 airplanes; and Model A321-111, -211, -212, and -231 airplanes; certificated in any category;

having manufacturer serial numbers 0039, 0078, 0109, 0118, 0120, 0153, 0174, 0187, 0203, 0215, 0218, 0226, 0227, 0228, 0236, 0237, 0269, 0270, 0278, 0285, 0286, 0287, 0288, 0294, 0301, 0337, 0377, 0462, 0463, 0464, 0465, 0520, 0523, 0528, 0876, 0888, 0921, 0935, 0974, 1014, 1102, 1130, 1160, 1162, 1177, 1215, 1250, 1287, 1336, 1388, 1404, 1444, 1449, 1476, 1505, 1524, 1564, 1605, 1616, 1622, 1640, 1645, 1658, 1677, 1691, 1729, and 1905: Within 24 months after June 18, 2012 (the effective date of AD 2012-09-07), do an electrical bonding test to check for bonding between the re-fuel adaptor of the gravity fill and the top skin panels on the left-hand and right-hand wings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1152, Revision 01, dated December 19, 2013.

(1) If the resistance value is 10 milliohms or less at the left-hand and right-hand wing, no further action is required by this paragraph.

(2) If the resistance value is greater than 10 milliohms at the left-hand or right-hand wing, before further flight, do a general visual inspection for corrosion of the component interface and adjacent area, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1152, Revision 01, dated December 19, 2013. If any corrosion is found during the inspection, before further flight, repair the gravity fill fuel adaptor, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-57-1152, Revision 01, dated December 19, 2013; except where Airbus Service Bulletin A320-57-1152, Revision 01, dated December 19, 2013, specifies to contact Airbus, before further flight, repair using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

#### **(h) Credit for Previous Actions**

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-57-1152, dated June 14, 2010, which was incorporated by reference in AD 2012-09-07, Amendment 39-17042 (77 FR 28238, May 14, 2012).

#### **(i) New Requirement of This AD: Maintenance Check/Electrical Bonding Test and Corrective Action if Necessary**

For airplanes other than those identified in paragraph (g) of this AD: Within 24 months after the effective date of this AD, determine whether a corrosion repair has been done on an overwing refueling aperture, whereby a primer coating has been applied on the mating surface of the aperture flange. A review of the airplane maintenance records is acceptable to make this determination, provided that whether a primer coat was applied can be conclusively determined from that review.

(1) If it is determined that a primer coating was applied on the mating surface of the aperture flange; or if a determination cannot be made, or the outcome is inconclusive: Within 24 months after the effective date of this AD do the electrical bonding test specified in paragraph (g) of this AD, and before further flight, do all applicable actions specified in paragraph (g)(2) of this AD.

(2) If it is determined that a corrosion repair has not been done, and a primer coating has not been applied on the mating surface of the aperture flange since first entry into service, no further action is required by this paragraph.

#### **(j) Corrosion Repair Provision**

As of the effective date of this AD, any corrosion repair done on an overwing refueling aperture on any airplane must comply with the repair requirements of paragraph (g)(2) 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: 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 2012-09-07, Amendment 39-17042 (77 FR 28238, May 14, 2012), are approved as AMOCs for the corresponding provisions 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 EASA; or Airbus's EASA 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 2013-0277R1, dated December 4, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0484-0002>.

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

**(m) Material Incorporated by Reference**

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

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

(i) Airbus Service Bulletin A320-57-1152, Revision 01, dated December 19, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus, Airworthiness Office—EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto: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 February 4, 2015.  
Dionne Palermo,  
Acting Manager, Transport Airplane Directorate,  
Aircraft Certification Service.



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**2015-03-06 Airbus:** Amendment 39-18102, Docket No. FAA-2014-0620; Directorate Identifier 2013-NM-238-AD.

**(a) Effective Date**

This AD becomes effective March 25, 2015.

**(b) Affected ADs**

This AD replaces AD 2007-22-10, Amendment 39-15246 (72 FR 61796, November 1, 2007; corrected November 16, 2007 (72 FR 64532)).

**(c) Applicability**

This AD applies to Airbus Model 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 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 of cracking of the main landing gear (MLG) rib 6 aft bearing forward lug. We are issuing this AD to detect and correct cracking of the MLG rib 6 aft bearing lugs, which could result in collapse of the MLG upon landing.

**(f) Compliance**

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

**(g) Inspections**

Within 42 months since the airplane's first flight or since the last MLG support rib replacement, as applicable; or within 4 months after the effective date of this AD; whichever occurs later: Do a detailed inspection for cracking of the left-hand and right-hand wing MLG rib 6 aft bearing lugs (forward and aft), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-57-3096, Revision 05, dated October 17, 2013; (for Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes); A340-57-4104, Revision 04, dated October 17, 2013 (for Model A340-211, -212, -213, -311, -312, -313 airplanes); or A340-57-5009, Revision 03, dated October 17, 2013 (for Model A340-541 and -642 airplanes); as applicable. Repeat the inspections at the times specified in paragraphs (g)(1) through (g)(7) of this AD, as applicable.

(1) For Model A330-201, -202, -203, -223, and -243 airplanes, repeat the inspections at intervals not to exceed 300 flight cycles or 1,500 flight hours, whichever occurs first.

(2) For Model A330-223F and -243F airplanes, repeat the inspections at intervals not to exceed 300 flight cycles or 900 flight hours, whichever occurs first.

(3) For Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, repeat the inspections at intervals not to exceed 300 flight cycles or 900 flight hours, whichever occurs first.

(4) For Model A340-211, -212, and -213 airplanes, repeat the inspections at intervals not to exceed 200 flight cycles or 800 flight hours, whichever occurs first.

(5) For Model A340-311 and -312 airplanes; and Model A340-313 airplanes (except weight variant (WV) 27), repeat the inspections at intervals not to exceed 200 flight cycles or 800 flight hours, whichever occurs first.

(6) For Model A340-313 (only WV27) airplanes, repeat the inspections at intervals not to exceed 200 flight cycles or 400 flight hours, whichever occurs first.

(7) For Model A340-541 and -642 airplanes, repeat the inspections at intervals not to exceed 100 flight cycles or 500 flight hours, whichever occurs first.

### **(h) Corrective Action**

If any cracking is found during any inspection required by paragraph (g) of this AD, before further flight, replace the cracked MLG support rib 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. Replacement of an MLG support rib does not terminate the repetitive inspections required by paragraph (g) of this AD.

### **(i) Credit for Previous Actions**

This paragraph provides credit for the corresponding actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service bulletin identified in paragraphs (i)(1) through (i)(12) of this AD.

(1) Airbus Service Bulletin A330-57A3096, dated December 5, 2006, which was incorporated by reference in AD 2007-03-04, Amendment 39-14915 (72 FR 4416, January 31, 2007), on February 15, 2007.

(2) Airbus Service Bulletin A330-57A3096, Revision 01, dated April 18, 2007, which is not incorporated by reference in this AD.

(3) Airbus Service Bulletin A330-57-3096, excluding appendix 01, Revision 02, dated August 13, 2007, which was incorporated by reference in AD 2007-22-10, Amendment 39-15246 (72 FR 61796, November 1, 2007; corrected November 16, 2007 (72 FR 64532)), on November 16, 2007.

(4) Airbus Service Bulletin A330-57-3096, Revision 03, dated October 24, 2012, which is not incorporated by reference in this AD.

(5) Airbus Service Bulletin A330-57-3096, Revision 04, dated February 6, 2013, which is not incorporated by reference in this AD.

(6) Airbus Service Bulletin A340-57A4104, dated December 5, 2006, which was incorporated by reference in AD 2007-03-04, Amendment 39-14915 (72 FR 4416, January 31, 2007), on February 15, 2007.

(7) Airbus Service Bulletin A340-57-4104, Revision 01, dated August 13, 2007, which is not incorporated by reference in this AD.

(8) Airbus Service Bulletin A340-57-4104, excluding appendix 01, Revision 02, dated September 5, 2007, which was incorporated by reference in AD 2007-22-10, Amendment 39-15246 (72 FR 61796, November 1, 2007; corrected November 16, 2007 (72 FR 64532)), on November 16, 2007.

(9) Airbus Service Bulletin A340-57-4104, Revision 03, dated October 24, 2012, which is not incorporated by reference in this AD.

(10) Airbus Service Bulletin A340-57A5009, dated December 5, 2006, which was incorporated by reference in AD 2007-03-04, Amendment 39-14915 (72 FR 4416, January 31, 2007), on February 15, 2007.

(11) Airbus Service Bulletin A340-57-5009, excluding appendix 01, Revision 01, dated August 13, 2007, which was incorporated by reference in AD 2007-22-10, Amendment 39-15246 (72 FR 61796, November 1, 2007; corrected November 16, 2007 (72 FR 64532)), on November 16, 2007.

(12) Airbus Service Bulletin A340-57-5009, Revision 02, dated October 24, 2012, which 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, 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.

#### **(k) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0271, dated November 14, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0620-0004>.

(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) Airbus Service Bulletin A330-57-3096, Revision 05, dated October 17, 2013.

(ii) Airbus Service Bulletin A340-57-4104, Revision 04, dated October 17, 2013.

(iii) Airbus Service Bulletin A340-57-5009, Revision 03, dated October 17, 2013.

(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](mailto: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 February 2, 2015.

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