

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2017-19**

9/4/2017 - 9/17/2017



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 2017-01			
2016-25-01		The Boeing Company	747-400, 747-400D, and 747-400F series; 757-200, -200PF, -200CB, and -300 series; 767-200, -300, -300F, and -400ER series; 767-300 and -300F series; and 767-300 and -300F series
2016-25-07	R 2012-11-15	The Boeing Company	767-200 and -300 series
2016-25-25		BAE (Operations) Limited	4101
2016-25-26		The Boeing Company	MD-90-30
2016-25-27		Airbus	A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R variant F
2016-25-29		The Boeing Company	767-200 and -300 series
2016-25-30		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; A340-642
2016-25-31		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313; A340-541; and A340-642
2016-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2016-26-03	R 2013-23-02	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2016-26-05	R 2014-26-08	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2017-01-07		Dassault Aviation	FAN JET FALCON; FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON
2017-01-08		Airbus	20-C5, 20-D5, 20-E5, and 20-F5; MYSTERE-FALCON 50
2016-25-02		The Boeing Company	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
			787-8 series
Biweekly 2017-02			
2016-26-06		The Boeing Company	787-8 airplanes
2016-26-07		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2017-01-01	R 2014-05-25	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2017-01-02		The Boeing Company	787-8 and 787-9 airplanes
2017-01-04		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-01-05		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-01-06		Airbus	A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes
2017-01-09		The Boeing Company	767-300 and 767-300F series airplanes
2017-01-10		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DF, and C-212-DE airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
Biweekly 2017-03			
No ADs			
Biweekly 2017-04			
2017-01-03	R 2007-11-13	The Boeing Company	717-200 airplanes
2017-01-09	COR	The Boeing Company	767-300 and 767-300F series airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
2017-02-02	2005-13-30	The Boeing Company	737-100, -200, and -200C series airplanes
2017-02-03		The Boeing Company	767-200, -300, and -400ER series airplanes

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

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2017-06-10		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-06-09		The Boeing Company	787-8 airplanes
2017-06-01	R 2017-03-04	The Boeing Company	737-500 series airplanes
2017-06-14		The Boeing Company	737-300, -400, and -500 series airplanes
2017-06-13		Textron Aviation Inc.	680 airplanes
2016-25-25	COR	BAE Systems (Operations) Limited	4101 airplanes
2017-06-12		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233 airplanes
Biweekly 2017-08			
2017-08-04	R 2015-03-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-07-06		Gulfstream Aerospace Corporation	G-1159B airplanes
2017-08-05	R 2016-13-05	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2017-06-07		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; and A340-642 airplanes
2017-07-03	COR	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-08-01	R 2013-22-19	Gulfstream Aerospace Corporation	GV and GV-SP airplanes
2017-06-08	R 2006-06-09 R 2012-05-08 R 2012-07-08	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD airplanes
2017-07-04	R 2013-24-17	General Electric Company	GE90-110B1 and GE90-115B engines
2017-08-02		Bombardier, Inc.	DHC-8-102, -103, and -106; DHC-8-201 and -202; DHC-8-301, -311, and -315 airplanes
2017-07-05		Airbus	A300 airplanes
Biweekly 2017-09			
2017-07-07		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
2017-08-03		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
2017-08-06		General Electric Company	GE90-76B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, and GE90-115B
2017-08-07		Learjet, Inc.	60
2017-08-08		CFE Company	CFE738-1-1B
2017-08-10	R 2017-01-01	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84
2017-08-11	R 2012-04-01	Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17
2017-08-13		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R, and A300 C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 F4-605R and F4-622R
2017-09-01		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2016-05-02	R 2011-13-11 R 2011-13-11	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
Biweekly 2017-10			
2017-09-03	R 2013-03-12	Dassault Aviation	MYSTERE-FALCON 50 airplanes
2017-09-04		The Boeing Company	707-100 Long Body, -200, -100B Long Body, and -100B Short Body series; 707-300, -300B, -300C, and -400 series; 720 and 720B series airplanes

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2017-09-06 2017-10-01	R 2015-15-03	General Electric Company Dassault Aviation	GENx-1B and GENx-2B turbofan engines FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
Biweekly 2017-11			
2017-09-08		The Boeing Company	787-8 airplanes
2017-09-09		Zodiac Seats California LLC	4157, 4170, and 4184 seating systems
2017-09-10		The Boeing Company	747-400, 747-400D, and 747-400F airplanes
2017-09-11		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-09-12		ATR-GIE Avions de Transport Régional	ATR42-500; ATR72-102, -202, -212, and -212A airplanes
2017-10-04		Embraer S.A.	EMB-120, EMB-120ER, EMB-120FC, EMB-120QC, and EMB-120RT airplanes
2017-10-05		Airbus	A300 airlines
2017-10-06		Rolls-Royce plc	RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 turbofan engines
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-15		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-10-16		The Boeing Company	787-8 and 787-9 airplanes
2017-10-17	R 2014-16-19	Airbus	A330 airplanes
2017-10-18		Airbus	A330-223F, -223, -321, -322, and -323 airplanes
2017-10-21		The Boeing Company	737-300, -400, and -500 series airplanes
2017-10-22		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-10-23		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-10-24	R 2011-17-09 R 2012-25-12	Airbus	A330 airplanes
2017-10-25		Rolls-Royce Deutschland Ltd & Co KG	Spey 506-14A, Spey 555-15, Spey 555-15H, Spey 555-15N, and Spey 555-15P turbofan engines
2017-11-01		The Boeing Company	737-100, -200, and -200C series airplanes
2017-11-02		The Boeing Company	MD-90-30 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	Model 60 airplanes
Biweekly 2017-12			
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-13	S 2015-17-19	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-04		The Boeing Company	767-200, -300, and -400ER series airplanes
2017-11-07		Airbus	A318, A319, A320, A321 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-12		Bombardier, Inc.	BD-100-1A10 airplanes
2017-11-13	R 98-13-14	Airbus	A320-211, -212, and -231 airplanes
2017-11-14	R 2011-26-03	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F airplanes
2017-11-15		General Electric Company	CF6-80C2L1F turbofan engines
2017-12-01		The Boeing Company	767-200 series airplanes
2017-12-02		General Electric Company	GENx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, 1B70/P1, -1B70/P2, -1B70/75/P1, -1B70/75/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76A/P2 engines
Biweekly 2017-13			
2017-11-05		Roll-Royce Corporation	AE 3007C and 3007C1 turbofan engines
2017-11-06	R 2014-05-32	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2643, and F117-PW-100 turbofan engines

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2017-12-03		Pratt & Whitney Division	PW2037, PW2037M, and PW2040 turbofan engines
2017-12-05	R 2007-26-04	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-12-06		Airbus	A300, A310 airplanes
2017-12-07		The Boeing Company	737-800, -900, and -900ER series airplanes
2017-12-08	R 2011-24-06	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-12-09		Embraer	EMB-135ER, -135BJ, -135KE, -135KL, and -135LR; and EMB-145, -145ER, -145MR, -145LR, -145MP, -145EP, and -145XR airplanes
2017-12-10		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-12-11		Bombardier, Inc.	BD-100-1A10 airplanes
2017-12-12		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-12-13		Airbus	A320-212, A320-214, A320-232 airplanes
2017-12-14		The Boeing Company	757-200 and -200PF series airplanes
2017-12-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000) airplanes
2017-13-01		The Boeing Company	737-300, -400, and -500 series airplanes
2017-13-02		Dassault Aviation	FALCON 7X airplanes
Biweekly 2017-14			
2017-10-19		Rolls-Royce plc	Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2017-13-07		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
2017-13-08	R 2015-23-13	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
2017-13-09	R 2014-16-02	Bombardier, Inc.	CL-600-1A11 (CL-600)
2017-13-10	R 2003-18-06	Airbus	A319-131 and -132; A320-231, -232, and -233; A321-131 and -231
2017-13-11		Gulfstream Aerospace Corporation	G-IV
2017-13-12		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-13-14		The Boeing Company	777-300ER series
2017-14-01	R 2013-10-03	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2017-14-02		Bombardier, Inc.	DHC-8-401 and DHC-8-402
Biweekly 2017-15			
2017-14-07		International Aero Engines AG	V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, V2528-D5, and V2531-E5 turbofan engines
2017-14-08		CFM International S.A.	CFM56-3, -3B, and -3C turbofan engines
2017-14-09		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-14-10		The Boeing Company	MD-11 and MD-11F airplanes
2017-14-11	R 2007-13-08	Airbus	A318, A319, A320, A321 airplanes
2017-14-13		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2017-14-14		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-14-16		Bombardier, Inc.	BD-100-1A10 airplanes
2017-15-01		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2017-15-03	R 2014-08-02	Airbus	A300-B4-601, B4-603, B4-620, and B4-622 airplanes, and A300-B4-605R and B4-622R airplanes
2017-15-04		The Boeing Company	787-8 and 787-9 airplanes

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Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-16			
2017-13-05	R 2013-13-16	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
2017-14-15		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2017-15-06	R 97-10-05	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2017-15-10		The Boeing Company	787-9 airplanes
2017-15-11		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2017-15-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-15-14		Bombardier, Inc.	CL-215-6B11 (CL-415 Variant) airplanes
2017-15-16		Embraer	EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes
2017-15-17		Airbus	A300 B4-605R and B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R airplanes
Biweekly 2017-17			
2017-14-12	R 2015-22-06	Airbus	318-111, -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
2017-15-08		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2017-16-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2017-16-06		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
Biweekly 2017-18			
2017-16-09		Dassault Aviation	MYSTERE-FALCON 50 and FALCON 2000
2017-16-10		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2017-16-12	R 2013-19-09 R 2014-25-51	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
2017-16-13		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2017-17-02	R 2014-20-09	Bombardier, Inc.	DHC-8-400, -401, and -402
2017-17-04		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-17-05		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
2017-17-06		The Boeing Company	737-300, -400, and -500 series
2017-17-07		Rolls-Royce plc	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 turbofan engines
2017-17-08		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-541 and -642
2017-17-09		The Boeing Company	737-300, -400, and -500 series
2017-17-10	R 2015-23-12	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500; and ATR72-101, -201, -102, -202, -211, -212, and -212A
2017-17-11		Dassault Aviation	FALCON 7X
2017-17-12		Airbus	A310-203, -221, -222, -304, -322, -324, and -325
2017-17-13		Bombardier, Inc.	BD-100-1A10
2017-17-14		Saab AB, Saab Aeronautics	340A (SAAB/SF340A)
2017-17-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2017-17-16		The Boeing Company	767-200, -300, -300F, and -400ER series
2017-17-18		General Electric Company	CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5B1, CF34-8C5A2, CF34-8C5A3, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6 and CF34-8E6A1; CF34-8C5B1/B, CF34-8C5/B, CF34-8C5A1/B, CF34-

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-17-19		The Boeing Company	8C5A2/B, CF34-8C5/M, CF34-8C5A1/M, CF34-C8C5A2/M, CF34-8C5A3/B, or CF34-8C5B1/M
2017-18-05		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
2017-18-06	R 2012-05-03	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
2017-18-07		Dassault Aviation	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
2017-18-08		Dassault Aviation	FALCON 7X
			FALCON 2000 and FALCON 2000EX
Biweekly 2017-19			
2017-16-07		Airbus	A330 and A340 airplanes
2017-16-08	R 2012-23-09	Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW; and ERJ 190-200 STD, -200 LR, and -200 IGW airplanes
2017-17-17	R 2011-03-08	Viking Air Limited	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), CL-215-6B11 (CL-415 Variant) airplanes
2017-18-09		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-18-12	R 2016-11-20	B/E Aerospace	Protective Breathing Equipment (PBE), part numbers (P/N) 119003-11 and 119003-21
2017-18-14	R 2015-02-22	Rolls-Royce Corporation	250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20W, -C300/A1, and -C300/B1 turboshaft engines
2017-18-15		Airbus	A300 and A310 airplanes
2017-18-16		The Boeing Company	737-700 and -700C series airplanes
2017-18-17	R 2004-23-20	Airbus	A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, and A300 C4-605R Variant F airplanes
2017-18-18		Airbus	A350-941 airplanes
2017-18-19		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2017-18-21	R 2017-13-12	Airbus	A318, A319, A320, and A321 airplanes
2017-19-02		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2017-19-03		Dassault Aviation	MYSTERE-FALCON 900 airplanes
2017-19-04		Dassault Aviation	FALCON 900EX airplanes



2017-16-07 Airbus: Amendment 39-18984; FAA-2016-9517; Product Identifier 2016-NM-100-AD.

(a) Effective Date

This AD is effective October 10, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Airbus airplanes, certificated in any category, manufacturer serial numbers (MSNs) 0400 and higher.

- (1) Airbus Model A330-201, -202, -203, -223, and -243 airplanes.
- (2) Airbus Model A330-223F and -243F airplanes.
- (3) Airbus Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
- (4) Airbus Model A340-313 airplanes.
- (5) Airbus Model A340-541 airplanes.
- (6) Airbus Model A340-642 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by the discovery of Tartaric Sulfuric Anodizing (TSA)/Chromic Acid Anodizing (CAA) surface treatment in certain bulk cargo door frame holes of airplanes with MSNs 0400 and higher. We are issuing this AD to detect and correct fatigue cracks in the bulk cargo door frames, caused by TSA/CAA surface treatment in certain bulk cargo door frame holes. Cracks in the bulk cargo door frames can cause the in-flight loss of a bulk cargo door, damage to the airplane, and subsequent reduced control of the airplane.

(f) Compliance

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

(g) Initial Inspection

At the applicable compliance time specified in table 1 to paragraph (g) of this AD, do the actions specified in paragraph (g)(1) or (g)(2) of this AD, in accordance with the instructions of Airbus Alert Operators Transmission (AOT) A53L012-16, Revision 00, dated May 30, 2016.

(1) Accomplish a rototest inspection to detect cracking of the holes for the bulk cargo door support fittings at fuselage frame (FR) 67 and FR 69, and a high-frequency eddy-current (HFEC) inspection of the holes for the door latch fitting at FR 69.

(2) Accomplish a detailed visual inspection to detect cracking in the bulk cargo door support fittings at FR 67 and FR 69 and the holes for the door latch fitting at FR 69.

Table 1 to Paragraph (g) of This AD—Initial Inspection

Total flight cycles accumulated since airplane first flight, on the effective date of this AD	Compliance time
12,500 total flight cycles or more	Within 200 flight cycles or 2 months, whichever occurs first, after the effective date of this AD.
Fewer than 12,500 total flight cycles	Within 200 flight cycles or 2 months, whichever occurs first, after exceeding 12,500 flight cycles.

(h) Repetitive Inspections

At intervals not to exceed the values specified in table 2 to paragraph (h) of this AD, as applicable, depending on the previously selected inspection method, repeat the inspection(s) specified in either paragraph (g)(1) or (g)(2) of this AD.

Table 2 to Paragraph (h) of this AD—Repetitive Inspections

Inspection method	Inspection interval
Detailed visual inspection	150 flight cycles.
Rototest and HFEC inspections	2,900 flight cycles.

(i) Repair

If, during any inspection required by paragraph (g) or (h) of this AD, any crack is detected, before further flight, repair using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

(j) Non-Terminating Action for Repairs

Accomplishment of a repair on an airplane, as required by paragraph (i) of this AD, does not constitute terminating action for the inspections required by this AD for that airplane, unless otherwise specified in repair instructions approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA.

(k) Reporting

After the initial inspection specified in paragraph (g) of this AD, and after each repetitive inspection specified in paragraph (h) of this AD, at the applicable times specified in paragraph (k)(1) and (k)(2) of this AD: Report inspection findings, both positive and negative, to Airbus in accordance with the instructions of Airbus AOT A53L012-16, Revision 00, dated May 30, 2016.

(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.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0102, dated June 1, 2016; corrected June 7, 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-2016-9517.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Section, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus A330 Alert Operators Transmission (AOT) A53L012-16, Revision 00, dated May 30, 2016, including Appendices 1 through 6. Except as described in paragraph (n)(2)(i)(E), none of these appendices are identified as "appendices" to Airbus A330 AOT A53L012-16.

(A) Appendix 1. Airbus Technical Disposition TD_K48_S3_01755_2016, Issue B, dated May 12, 2016.

(B) Appendix 2. Airbus Technical Disposition TD_K48_S3_01754_2016, Issue B, dated May 12, 2016.

(C) Appendix 3. Airbus Technical Disposition TD_K48_S3_01772_2016, Issue A, dated May 12, 2016.

(D) Appendix 4. Airbus Technical Disposition TD_K48_S3_01773_2016, Issue A, dated May 12, 2016.

(E) Appendix 5. Appendix 4: AOT reporting sheet, undated. (Appendix 5 is incorrectly identified as “Appendix 4” on all pages.)

(F) Appendix 6. Advance Copy of Chapter 53-40-18, ALL_A330_NTM_534018, dated May 18, 2016, of the Airbus A330 Non-Destructive Testing (NDT) Manual.

(“Advance copy” indicates that the identified material will be incorporated into the NDT manual during the next manual revision. The “advanced copy” is intended to provide operators with access to the identified material quickly instead of making them wait several months until the next manual revision is released.)

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 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 28, 2017.

John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-16-08 Embraer S.A.: Amendment 39-18985; Docket No. FAA-2014-0008; Product Identifier 2013-NM-076-AD.

(a) Effective Date

This AD is effective October 11, 2017.

(b) Affected ADs

This AD replaces 2012-23-09, Amendment 39-17265 (77 FR 73270, December 10, 2012) (“AD 2012-23-09”).

(c) Applicability

This AD applies to Embraer S.A. Model ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW airplanes; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes; certificated in any category; serial numbers 19000002, 19000004, 19000006 through 19000213 inclusive, 19000215 through 19000276 inclusive, 19000278 through 19000466 inclusive, 19000468 through 19000525 inclusive, and 19000527 through 19000696 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive airworthiness limitations are necessary. We are issuing this AD to detect and correct fatigue cracking of structural components and to prevent failure of certain system components; these conditions could result in reduced structural integrity and system reliability of the airplane.

(f) Compliance

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

(g) Retained Revision of the Maintenance Program, With No Changes

For Model ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW airplanes: This paragraph restates the actions required by paragraph (h) of AD 2012-23-09, with no changes. Within 90 days after January 14, 2013 (the effective date of AD 2012-23-09), revise the maintenance program to incorporate the tasks specified in Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision

5, dated November 11, 2010; and EMBRAER Temporary Revision (TR) 5-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspections (ALI)–Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010; with the thresholds and intervals stated in these documents. The initial compliance times for the tasks are stated in the “Implementation Plan” section of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(h) Retained No Alternative Actions or Intervals, With New Exception

This paragraph restates the actions required by paragraph (i) of AD 2012-23-09, with a new exception. After accomplishing the revision 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 (k)(1) of this AD, and except as required by paragraph (i) of this AD.

(i) New Requirements of This AD: Revision of the Maintenance or Inspection Program

(1) For Model ERJ 190-100 STD, ERJ 190-100 LR, ERJ 190-100 IGW, ERJ 190-200 STD, ERJ 190-200 LR, and ERJ 190-200 IGW airplanes: Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the tasks specified in Part 2–Airworthiness Limitation Inspections–Structures, of Appendix A–Airworthiness Limitations (AL), of the EMBRAER 190/195 Maintenance Review Board Report, MRB-1928, Revision 9, dated August 14, 2015 (“MRB-1928, Revision 9”); EMBRAER MRB–TR 9-1, dated October 27, 2015, to Part 2–Airworthiness Limitation Inspections–Structures, and Part 4–Life Limited Items, of Appendix A, Airworthiness Limitations (AL), of MRB-1928, Revision 9; and EMBRAER MRB–TR 9-3, dated October 27, 2015, to Part 2–Airworthiness Limitation Inspections–Structures, of Appendix A, Airworthiness Limitations (AL), of MRB-1928, Revision 9; with the thresholds and intervals stated in these documents. The initial compliance times for the tasks are at the later of the times specified in paragraphs (i)(1)(i) and (i)(1)(ii) of this AD. Doing the revision required by this paragraph terminates the revision required by paragraph (g) of this AD.

(i) Within the applicable times specified in MRB-1928, Revision 9; EMBRAER MRB–TR 9-1, dated October 27, 2015, to Part 2–Airworthiness Limitation Inspections–Structures, and Part 4–Life Limited Items, of Appendix A, Airworthiness Limitations (AL), of MRB-1928, Revision 9; and EMBRAER MRB–TR 9-3, dated October 27, 2015, to Part 2–Airworthiness Limitation Inspections–Structures, of Appendix A, Airworthiness Limitations (AL), of MRB-1928, Revision 9. Where tasks are listed in both MRB-1928, Revision 9, and a temporary revision, the compliance times in the temporary revision take precedence.

(ii) Within 90 days or 600 flight cycles after the effective date of this AD, whichever occurs later.

(2) For Model ERJ 190-100 ECJ airplanes: Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the tasks specified in Part 1, Certification Maintenance Requirements, Part 2, Airworthiness Limitation Inspections–Structures, Part 3, Fuel System Limitation Items, and Part 4, Life Limited Items, of Appendix A, Airworthiness Limitation, of the EMBRAER Lineage 1000/1000E Maintenance Planning Guide, MPG-2928, Revision 4, dated July 14, 2014; EMBRAER MPG–TR 4-2, dated February 13, 2015; and EMBRAER MPG–TR 4-3, dated October 30, 2015; with the thresholds and intervals stated in these documents. The initial compliance times for the tasks are at the later of the times specified in paragraphs (i)(2)(i) and (i)(2)(ii) of this AD.

(i) Within the applicable times specified in Part 1, Certification Maintenance Requirements, Part 2, Airworthiness Limitation Inspections–Structures, Part 3, Fuel System Limitation Items, and Part 4, Life Limited Items, of Appendix A, Airworthiness Limitation (AL), of the EMBRAER Lineage 1000/1000E Maintenance Planning Guide, MPG-2928, Revision 4, dated July 14, 2014; EMBRAER MPG–TR 4-2, dated February 13, 2015; and EMBRAER MPG–TR 4-3, dated October 30, 2015. Where tasks are listed in both MPG-2928, Revision 4, and a temporary revision, the compliance times in the temporary revision take precedence.

(ii) Within 90 days or 600 flight cycles after the effective date of this AD, whichever occurs later.

(j) No Alternative Actions, Intervals, and/or Critical Design Configuration Control Limitations (CDCCLs)

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

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (l)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: 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 Section, Transport Standards Branch, FAA; or the Agência Nacional de Aviação Civil (ANAC); or ANAC's authorized Designee. If approved by the ANAC Designee, the approval must include the Designee's authorized signature.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Brazilian AD 2016-04-01, effective April 4, 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-2014-0008.

(2) For more information about this AD, contact Ana Martinez Hueto, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1622; fax 425-227-1320.

(m) Material Incorporated by Reference

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

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

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

(i) Appendix A, Airworthiness Limitations (AL), of the EMBRAER ERJ 190/195 Maintenance Review Board Report, MRB-1928, Revision 9, dated August 14, 2015.

(ii) Appendix A, Airworthiness Limitations (AL), of the EMBRAER Lineage 1000/1000E Maintenance Planning Guide, MPG-2928, Revision 4, dated July 14, 2014.

(iii) EMBRAER MPG–Temporary Revision 4-2, dated February 13, 2015.

(iv) EMBRAER MPG–Temporary Revision 4-3, dated October 30, 2015.

(v) EMBRAER MRB–Temporary Revision 9-1, dated October 27, 2015.

(vi) EMBRAER MRB–Temporary Revision 9-3, dated October 27, 2015.

(4) The following service information was approved for IBR on January 14, 2013 (77 FR 73270, December 10, 2012).

(i) EMBRAER Temporary Revision (TR) 5-1, dated February 11, 2011, to Part 2–Airworthiness Limitation Inspections (ALI)–

Structures, of Appendix A, Airworthiness Limitations (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

(ii) Appendix A, Airworthiness Limitation (AL), of the EMBRAER 190 Maintenance Review Board Report, MRB-1928, Revision 5, dated November 11, 2010.

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

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

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

Issued in Renton, Washington, on July 28, 2017.

John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-17-17 Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc.; Canadair Limited): Amendment 39-19007; Docket No. FAA-2017-0474; Product Identifier 2016-NM-096-AD.

(a) Effective Date

This AD is effective October 11, 2017.

(b) Affected ADs

This AD replaces AD 2011-03-08, Amendment 39-16592 (76 FR 6536, February 7, 2011) (“AD 2011-03-08”).

(c) Applicability

This AD applies to Viking Air Limited (Type Certificate previously held by Bombardier, Inc.; Canadair Limited) airplanes, certificated in any category, as identified in paragraphs (c)(1) through (c)(3) of this AD.

(1) Model CL-215-1A10 (CL-215) airplanes, serial numbers 1001 through 1125 inclusive.

(2) Model CL-215-6B11 (CL-215T Variant) airplanes, serial numbers 1056 through 1125 inclusive.

(3) Model CL-215-6B11 (CL-415 Variant) airplanes, serial numbers 2001 through 2990 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of on-ground hydraulic accumulator screw cap or end cap failure resulting in a loss of the associated hydraulic system and high-energy impact damage to adjacent systems and structure. We are issuing this AD to prevent failure of the screw cap or end cap, which could result in impact damage to various components, potentially resulting in fuel spillage, uncommanded flap movement, or loss of aileron control.

(f) Compliance

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

(g) Retained Inspection To Determine Flight Cycles, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2011-03-08, with no changes. Within 50 flight hours after March 14, 2011 (the effective date of AD 2011-03-08), inspect to determine the number of flight cycles accumulated by each of the applicable accumulators (i.e.,

brake, aileron, elevator, and rudder accumulators) having part number 08-8423-010 (MS28700-3) installed on the airplane. A review of airplane maintenance records is acceptable in lieu of this inspection if the number of flight cycles accumulated can be conclusively determined from that review.

(h) Retained Initial Ultrasonic Inspection for Model CL-215-1A10 (CL-215) and CL-215-6B11 (CL-215T Variant) Airplanes, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2011-03-08, with no changes. For Model CL-215-1A10 (CL-215) and CL-215-6B11 (CL-215T Variant) airplanes: Do an ultrasonic inspection for cracking of the accumulator at the applicable time specified in paragraph (h)(1) or (h)(2) of this AD, in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin listed in table 1 to paragraphs (h), (i), and (k) of this AD.

Table 1 to Paragraphs (h), (i), and (k) of This AD—Service Bulletins

For model—	Use bombardier service bulletin—
CL-215-1A10 (CL-215)	215-541, Revision 1, dated March 12, 2010.
CL-215-6B11 (CL-215T Variant)	215-3155, Revision 1, dated March 12, 2010.
CL-215-6B11 (CL-415 Variant)	215-4414, Revision 1, dated March 12, 2010.

(1) For any accumulator on which the inspection required by paragraph (g) of this AD shows an accumulation of more than 875 total flight cycles, or on which it is not possible to determine the number of total accumulated flight cycles, do the inspection within 125 flight cycles after March 14, 2011 (the effective date of AD 2011-03-08).

(2) For any accumulator on which the inspection required by paragraph (g) of this AD shows an accumulation of 875 total flight cycles or fewer, do the inspection before the accumulation of 1,000 flight cycles on the accumulator.

(i) Retained Initial Ultrasonic Inspection for Model CL-215-6B11 (CL-415 Variant) Airplanes, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2011-03-08, with no changes. For Model CL-215-6B11 (CL-415 Variant) airplanes, do an ultrasonic inspection for cracking of the accumulator at the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin listed in table 1 to paragraphs (h), (i), and (k) of this AD.

(1) For any accumulator on which the inspection required by paragraph (g) of this AD shows an accumulation of more than 750 flight cycles, or on which it is not possible to determine the number of total accumulated flight cycles, do the inspection within 250 flight cycles after March 14, 2011 (the effective date of AD 2011-03-08).

(2) For any accumulator on which the inspection required by paragraph (g) of this AD shows an accumulation of 750 total flight cycles or fewer, do the inspection before the accumulation of 1,000 flight cycles on the accumulator.

(j) Retained Repetitive Inspections, With New Terminating Action

This paragraph restates the requirements of paragraph (j) of AD 2011-03-08, with new terminating action. If no cracking is found during any inspection required by paragraph (h) or (i) of

this AD, repeat the inspection thereafter at intervals not to exceed 750 flight cycles until the actions required by paragraphs (n), (o), and (p) of this AD have been done.

(k) Retained Replacement of Cracked Accumulators and Repetitive Inspections, With New Terminating Action

This paragraph restates the requirements of paragraph (k) of AD 2011-03-08, with new terminating action. If any cracking is found during any inspection required by paragraph (h) or (i) of this AD, before further flight, replace the accumulator with a serviceable accumulator, in accordance with Part B of the Accomplishment Instructions of the applicable service bulletin listed in table 1 to paragraphs (h), (i), and (k) of this AD. Doing the replacement does not end the inspection requirements of paragraphs (h) and (i) of this AD. Repeat the inspections required by paragraph (h) or (i) of this AD, as applicable, at intervals not to exceed 750 flight cycles until the actions required by paragraphs (n), (o), and (p) of this AD have been done.

(l) Retained Parts Installation Limitation, With No Changes

This paragraph restates the parts installation limitation in paragraph (l) of AD 2011-03-08, with no changes. As of March 14, 2011 (the effective date of AD 2011-03-08), no person may install an accumulator, part number 08-8423-010 (MS28700-3), on any airplane unless the accumulator has been inspected in accordance with the requirements of paragraph (h) or (i) of this AD.

(m) Retained Credit for Previous Actions, With No Changes

This paragraph restates the credit provided in paragraph (m) of AD 2011-03-08, with no changes. Inspections accomplished before March 14, 2011 (the effective date of AD 2011-03-08), in accordance with the applicable service bulletin listed in table 2 to paragraph (m) of this AD are considered acceptable for compliance with the corresponding action specified in paragraph (h), (i), (j), or (k) of this AD.

Table 2 to Paragraph (m) of This AD—Credit Service Bulletins

For model—	Use Bombardier Service Bulletin—
CL-215-1A10 (CL-215)	215-541, dated July 9, 2009.
CL-215-6B11 (CL-215T Variant)	215-3155, dated July 9, 2009.
CL-600-6B11 (CL-415 Variant)	215-4414, dated July 9, 2009.

(n) New Relocation of Affected Accumulators

Within 12 months after the effective date of this AD, relocate affected hydraulic accumulators, in accordance with the Accomplishment Instructions of the applicable Bombardier service bulletin specified in table 3 to paragraph (n) of this AD.

Table 3 to Paragraph (n) of This AD—Service Information for Relocating Accumulators

For model—	Affected accumulators—	Use Service Bulletin—
CL-215-1A10 (CL-215)	Aileron, if installed	Bombardier Service Bulletin 215-552, Revision 2, dated June 18, 2015.

CL-215-6B11 (CL-215T Variant)	Aileron, rudder, and elevator	Bombardier Service Bulletin 215-3158, Revision 2, dated April 15, 2014.
CL-215-6B11 (CL-415 Variant)	Aileron, rudder, and elevator	Bombardier Service Bulletin 215-4423, Revision 5, dated March 17, 2016.

(o) New Establishment of Flight Hours on the Accumulator, Determination of Previous Use of the Accumulator, and Replacement if Necessary

Within 12 months after the effective date of this AD, establish the number of flight hours for each accumulator, and determine whether any accumulator has been used in service on another type of airplane other than Model CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), or CL-215-6B11 (CL-415 Variant), in accordance with the Accomplishment Instructions in the applicable Bombardier service bulletin specified in table 4 to paragraph (o) of this AD. If any accumulator is found that has been in service on another type of airplane other than Model CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), or CL-215-6B11 (CL-415 Variant), replace the accumulator within 50 flight hours after determining an affected accumulator is installed.

Table 4 to Paragraph (o) of This AD—Establishment of Number of Flight Hours on the Accumulator

For model—	Use Service Bulletin—
CL-215-1A10 (CL-215)	Bombardier Service Bulletin 215-557, Revision 1, dated June 27, 2014 (applicable to MS28700-3 accumulator).
CL-215-6B11 (CL-215T Variant)	Bombardier Service Bulletin 215-3182, Revision 1, dated June 27, 2014.
CL-215-6B11 (CL-415 Variant)	Bombardier Service Bulletin 215-4470, Revision 1, dated June 27, 2014.

(p) New Airworthiness Limitations

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the 10,000-hour accumulator life limitation specified in the applicable Time Limits/Maintenance Checks (TLMC) Manual temporary revisions (TRs) listed in table 5 to paragraph (p) of this AD. The initial compliance time for accomplishing the replacement of the accumulator is within the limitation specified in the applicable TR specified in table 5 to paragraph (p) of this AD, or within 30 days after the effective date of this AD, whichever occurs later.

Table 5 to Paragraph (p) of This AD—Airworthiness Limitations

For model—	Comply with Bombardier TLMC manual—	Bombardier TR No.—	Dated—
CL-215-1A10 (CL-215)	PSP 295	295/7	December 13, 2013.
CL-215-6B11 (CL-215T Variant)	PSP 395	LLC-3	December 13, 2013.
CL-215-6B11 (CL-215T Variant)	PSP 395-1	LLC-1	December 13, 2013.

CL-215-6B11 (CL-415 Variant)	PSP 495	5-56	December 13, 2013.
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(q) No Alternative Actions and Intervals

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

(r) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (n) of this AD, if those actions were performed before the effective date of this AD using any applicable service information specified in paragraphs (r)(1)(i) through (r)(1)(ix) of this AD.

- (i) Bombardier Service Bulletin 215-552, dated December 16, 2013.
- (ii) Bombardier Service Bulletin 215-552, Revision 1, dated September 12, 2014.
- (iii) Bombardier Service Bulletin 215-3158, dated March 21, 2012.
- (iv) Bombardier Service Bulletin 215-3158, Revision 1, dated December 16, 2013.
- (v) Bombardier Service Bulletin 215-4423, Revision NC, dated April 4, 2011.
- (vi) Bombardier Service Bulletin 215-4423, Revision 1, dated September 28, 2011.
- (vii) Bombardier Service Bulletin 215-4423, Revision 2, dated May 30, 2012.
- (viii) Bombardier Service Bulletin 215-4423, Revision 3, dated December 16, 2013.
- (ix) Bombardier Service Bulletin 215-4423, Revision 4, dated December 3, 2015.

(2) This paragraph provides credit for actions required by paragraph (o) of this AD, if those actions were performed before the effective date of this AD using any applicable service information specified in paragraphs (r)(2)(i) through (r)(2)(iii) of this AD.

- (i) Bombardier Service Bulletin 215-557, Revision NC, dated December 13, 2013.
- (ii) Bombardier Service Bulletin 215-3182, Revision NC, dated December 13, 2013.
- (iii) Bombardier Service Bulletin 215-4470, Revision NC, dated December 13, 2013.

(s) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(t) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2009-42R2, dated May 30, 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-2017-0474.

(2) For more information about this AD, contact Cesar A. Gomez, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7318; fax 516-794-5531.

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

(u) Material Incorporated by Reference

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

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

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

(i) Bombardier Service Bulletin 215-552, Revision 2, dated June 18, 2015.

(ii) Bombardier Service Bulletin 215-557, Revision 1, dated June 27, 2014.

(iii) Bombardier Service Bulletin 215-3158, Revision 2, dated April 15, 2014.

(iv) Bombardier Service Bulletin 215-3182, Revision 1, dated June 27, 2014.

(v) Bombardier Service Bulletin 215-4423, Revision 5, dated March 17, 2016.

(vi) Bombardier Service Bulletin 215-4470, Revision 1, dated June 27, 2014.

(vii) Bombardier Temporary Revision 5-56, dated December 13, 2013.

(viii) Bombardier Temporary Revision 295/7, dated December 13, 2013.

(ix) Bombardier Temporary Revision LLC-1, dated December 13, 2013.

(x) Bombardier Temporary Revision LLC-3, dated December 13, 2013.

(4) The following service information was approved for IBR on March 14, 2011 (76 FR 6536, February 7, 2011).

(i) Bombardier Service Bulletin 215-541, Revision 1, dated March 12, 2010.

(ii) Bombardier Service Bulletin 215-3155, Revision 1, dated March 12, 2010.

(iii) Bombardier Service Bulletin 215-4414, Revision 1, dated March 12, 2010.

(5) For service information identified in this AD, contact Viking Air Limited, 1959 de Havilland Way, Sidney, British Columbia V8L 5V5, Canada; telephone +1-250-656-7227; fax +1-250-656-0673; email acs-technical.publications@vikingair.com; Internet <http://www.vikingair.com>.

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

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

Issued in Renton, Washington, on August 16, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-18-09 Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.): Amendment 39-19018; Docket No. FAA-2016-9521; Product Identifier 2016-NM-061-AD.

(a) Effective Date

This AD is effective October 10, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Defense and Space S.A. (formerly known as Construcciones Aeronauticas, S.A.) Model CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Reason

This AD was prompted by reports of excessive play between bushings and their respective fitting housings at certain elevator fittings. We are issuing this AD to prevent excessive play between bushings and their respective fitting housings, which could lead to failure or detachment of any of the affected structural parts, with a possible result of reduced control of the airplane.

(f) Compliance

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

(g) One-Time Detailed Visual Inspection

Before exceeding 600 flight hours since first flight of the airplane, or within 300 flight hours after the effective date of this AD, whichever occurs later, but not before exceeding 300 flight hours since first flight of the airplane: Do a detailed visual inspection of the elevator hinge fitting and bracket assembly to detect excessive play between bushings and their respective fitting housings, and to detect cracks, in accordance with the instructions of Airbus Defense and Space S.A. Alert Operators Transmission (AOT) AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015; as applicable.

(h) Corrective Action for Discrepancies Found During Detailed Visual Inspection

If, during the inspection required by paragraph (g) of this AD, any discrepancy is detected, as defined in the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001 Revision 2, dated April 9, 2015; as applicable: Before further flight, accomplish applicable corrective actions, in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015; as applicable. Where Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001 Revision 2, dated April 9, 2015; specifies to contact Airbus Defense and Space S.A. for corrective actions, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(i) Repetitive Eddy Current Inspections—Model CN-235, CN-235-100, CN-235-200, and CN-235-300 Airplanes

For Model CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes: Do the actions required by paragraphs (i)(1) and (i)(2) of this AD.

(1) Within the applicable compliance time specified in table 1 to paragraph (i)(1) of this AD: Do an eddy current inspection to detect cracks in the elevator hinge fitting and bracket assembly, in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015.

Table 1 to Paragraph (i)(1) of This AD—Initial Compliance Times for Model CN-235, CN-235-100, CN-235-200, and CN-235-300 Airplanes

Manufacturer's Serial No. (MSN)	Elevator hinge fitting (part No.)	Compliance time for initial eddy current inspection (whichever occurs later)	
MSN001 through MSN154 inclusive	35-31193-0201 35-31193-0202	Before exceeding 8,800 flight cycles since first flight of the airplane; or before exceeding the applicable flight hours since first flight of the airplane as calculated in table 2 to paragraph (i)(1) of this AD; whichever occurs first	Within 300 flight cycles after the effective date of this AD.
MSN155 through MSN241 inclusive	35-31193-0501 35-31193-0502	Before exceeding 3,600 flight cycles since first flight of the airplane; or before exceeding the applicable flight hours since first flight of the airplane as calculated in table 2 to paragraph (i)(1) of this AD; whichever occurs first	Within 300 flight cycles after the effective date of this AD.
MSN242 through MSN999 inclusive	35-31193-0503 35-31193-0504	Before exceeding 1,000 flight cycles since first flight of the airplane; or before exceeding the applicable flight hours since first flight of the airplane as calculated in table 2 to paragraph (i)(1) of this AD; whichever occurs first	Within 50 flight cycles after the effective date of this AD.

Table 2 to Paragraph (i)(1) of This AD—Flight Cycles to Flight Hour Conversion Since First Flight of the Airplane

CN-235 Model/version	Civilian or military type certificate	Flight cycles to flight hours conversion
CN-235 (Commercial Identification S10)	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-100	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-200	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.806.
CN-235-300	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235 (Commercial Identification S10M)	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-100M	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 2.222.
CN-235-200M	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 2.222.
CN-235-300M	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 2.167.
CN-235-100M/IR01	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 1.389.
CN-235-100M/EA02V	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 1.389.
CN-235-200M/CL02	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 1.389.
CN-235/EA01F (Commercial Identification S10M)	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-300/SM01	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 3.125.

CN-235 -300M/CG01, -300M/GC01, -300/MM01, -300/CL04	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 3.125.
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(2) Repeat the eddy current inspection specified in paragraph (i)(1) of this AD thereafter within the applicable interval specified in table 3 to paragraph (i)(2) of this AD.

Table 3 to Paragraph (i)(2) of This AD—Repetitive Inspection Intervals

Manufacturer's serial No.	Elevator attachment fitting (P/N)	Compliance time for repetitive eddy current inspections
MSN001 through MSN154 inclusive	35-31193-0201 35-31193-0202	Before exceeding 1,300 flight cycles since the most recent inspection; or before exceeding the applicable flight hours since the most recent inspection as calculated in table 4 to paragraph (i)(2) of this AD; whichever occurs first.
MSN155 through MSN241 inclusive	35-31193-0501 35-31193-0502	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding the applicable flight hours since the most recent inspection as calculated in table 4 to paragraph (i)(2) of this AD; whichever occurs first.
MSN242 through MSN999 inclusive	35-31193-0503 35-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding the applicable flight hours since the most recent inspection as calculated in table 4 to paragraph (i)(2) of this AD; whichever occurs first.

Table 4 to Paragraph (i)(2) of This AD—Flight Cycles to Flight Hour Conversion for Repetitive Inspections

CN-235 Model/version	Civilian or military type certificate	Flight cycles to flight hours conversion
CN-235 (Commercial Identification S10)	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235-100	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235-200	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.806.
CN-235-300	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235 (Commercial Identification S10M)	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.

CN-235-100M	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 2.222.
CN-235-200M	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 2.222.
CN-235-300M	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 2.167.
CN-235-100M/IR01	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 1.389.
CN-235-100M/EA02V	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 1.389.
CN-235-200M/CL02	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 1.389.
CN-235/EA01F (Commercial Identification S10M)	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235-300/SM01	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 3.125.
CN-235 -300M/CG01, - 300M/GC01, - 300/MM01, -300/CL04	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 3.125.

(j) Repetitive Eddy Current Inspections—Model C-295 Airplanes

For Model C-295 airplanes: Do the actions required by paragraphs (j)(1) and (j)(2) of this AD.

(1) At the later of the times specified in table 5 to paragraph (j)(1) of this AD: Do an eddy current inspection of the elevator hinge fitting and attachment fitting to detect cracks, in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-C295-55-0003, dated December 22, 2015.

Table 5 to Paragraph (j)(1) of This AD—Initial Compliance Times for Model C-295 Airplanes

C-295 Model/Version	Manufacturer's Serial Number (MSN)	Elevator Hinge Fitting (Part Number)	Compliance time for initial eddy current inspection (whichever occurs later)	
C-295M/ EA03(01-10), RJ01 (01-02), PO01(01-08), AG01(01-06), BR01(01-03)	MSN001 through MSN030 inclusive	95-31193-0501 95-31193-0502	Since first flight of the airplane: Before exceeding 3,600 flight cycles; or before exceeding 5,040 flight hours; whichever occurs first	Within 300 flight cycles after the effective date of this AD.
C-295M (from MSN 031)	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,400 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/FI01, FI02	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,000 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/PG01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,400 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/PG02, PG03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,900 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/CH01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,200 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.

C-295M/CH02, OM03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,500 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295MW	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,400 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.

(2) Repeat the eddy current inspection specified in paragraph (j)(1) of this AD thereafter within the applicable interval specified in table 6 to paragraph (j)(2) of this AD.

Table 6 to Paragraph (j)(2) of This AD—Repetitive Inspection Intervals for Model C-295 Airplanes

C-295 Model/version	Manufacturer's serial No. (MSN)	Elevator hinge fitting (part number)	Compliance time for repetitive eddy current inspections
C-295M/ EA03(01-10), RJ01 (01-02), PO01(01-08), AG01(01-06), BR01(01-03)	MSN001 through MSN030 inclusive	95-31193-0501 95-31193-0502	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.
C-295M (from MSN 031)	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.
C-295M/FI01, FI02	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,000 flight hours since the most recent inspection; whichever occurs first.
C-295M/PG01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.

C-295M/PG02, PG03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,900 flight hours since the most recent inspection; whichever occurs first.
C-295M/CH01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,200 flight hours since the most recent inspection; whichever occurs first.
C-295M/CH02, OM03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,500 flight hours since the most recent inspection; whichever occurs first.
C-295MW	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.

(k) Corrective Action for Discrepancies Found During Eddy Current Inspection

If, during any inspection required by paragraph (i)(1), (i)(2), (j)(1), or (j)(2) of this AD, any crack is detected, as defined in Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015; or AOT AOT-C295-55-0003, dated December 22, 2015; as applicable: Before further flight, accomplish applicable corrective actions in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015; or AOT AOT-C295-55-0003, dated December 22, 2015; as applicable. Where Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015; or AOT AOT-C295-55-0003, dated December 22, 2015; specifies to contact Airbus Defense and Space S.A. for corrective actions, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(l) Provision Regarding Terminating Action

Accomplishing corrective actions, as required by paragraph (k) of this AD, does not constitute terminating action for the repetitive inspections required by paragraphs (i)(2) and (j)(2) of this AD, unless explicitly stated in the approved method of compliance for the corrective action.

(m) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 1, dated March 6, 2015; or AOT AOT-C295-55-0001, Revision 1, dated May 29, 2014.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus Defense and Space S.A.'s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0075, dated April 19, 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-2016-9521.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1112; fax: 425-227-1149.

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

(p) Material Incorporated by Reference

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

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

(i) Airbus Defense and Space S.A. Alert Operators Transmission (AOT) AOT-CN235-55-0001, Revision 2, dated March 10, 2015.

(ii) Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015.

(iii) Airbus Defense and Space S.A. AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015.

(iv) Airbus Defense and Space S.A. AOT AOT-C295-55-0003, dated December 22, 2015.

(3) For service information identified in this AD, contact Airbus Defense and Space, Services/Engineering Support, Avenida de Aragón 404, 28022 Madrid, Spain; fax +34 91 585 31 27; email MTA.TechnicalService@airbus.com.

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

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

Issued in Renton, Washington, on August 22, 2017.

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-18-12 B/E Aerospace: Amendment 39-19021; Docket No. FAA-2017-0439; Product Identifier 2017-CE-010-AD.

(a) Effective Date

This AD is effective October 16, 2017.

(b) Affected ADs

This AD replaces AD 2016-11-20, Amendment 39-18547 (81 FR 37492, June 10, 2016), (“AD 2016-11-20”).

(c) Applicability

This AD applies to B/E Aerospace Protective Breathing Equipment (PBE), part numbers (P/N) 119003-11 and 119003-21, that are installed on airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 35; Oxygen.

(e) Unsafe Condition

AD 2016-11-20 was prompted by a report of a PBE unit, P/N 119003-11, catching fire upon activation by a crewmember. This AD was prompted by a report that PBE units, P/N 119003-21, within a certain serial number range are made with candle tube material determined to have a low yield strength and may be volatile upon use or disposal. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

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

(g) Inspection Retained From AD 2016-11-20 for Airplanes With PBE, P/N 119003-11, Installed

Within 3 months after July 15, 2016 (the effective date of AD 2016-11-20), while still in the stowage box, physically inspect the PBE pouch to determine if it has an intact vacuum seal. Do this inspection following paragraph III.A.(1) of the Accomplishment Instructions in B/E Aerospace Service Bulletin (SB) No. 119003-35-011, Rev. 000, dated February 4, 2015.

(h) Replacement Retained From AD 2016-11-20 for Airplanes With PBE, P/N 119003-11, Installed

(1) During the inspection required in paragraph (g) of this AD, if a PBE pouch is found that does not have an intact vacuum seal, before further flight, replace the PBE with a PBE unit, P/N 119003-21 that is not within the serial number (S/N) range 004-14768M through 004-21093M or 004-02393M through 004-03033M, following paragraphs III.C., III.D.(4), III.D.(6), and III.D.(7) of the Accomplishment Instructions in B/E Aerospace SB No. 119003-35-009, Rev. 001, dated April 12, 2016, or replace it with another FAA-approved PBE installation.

(2) During the inspection required in paragraph (g) of this AD, if a PBE pouch is found where the vacuum seal is intact, within 18 months after July 15, 2016 (the effective date of AD 2016-11-20), remove PBE, P/N 119003-11, and replace it with a PBE, P/N 119003-21 that is not within the S/N range 004-14768M through 004-21093M or 004-02393M through 004-03033M, following paragraphs III.C., III.D.(4), III.D.(6), and III.D.(7) of the Accomplishment Instructions in B/E Aerospace SB No. 119003-35-009, Rev. 001, dated April 12, 2016, or replace it with another FAA-approved PBE installation.

(3) Once a discrepant PBE has been identified during an inspection or review of records, the unit must be removed before further flight. However, continued operation with fewer than required PBE is permissible if allowed by your MEL.

(i) New Inspection for Airplanes With PBE, P/N 119003-21, Installed

Within 6 months after October 16, 2017 (the effective date of this AD), inspect to determine if the S/N of the installed PBE, P/N 119003-21, is within the range of 004-14768M through 004-21093M or 004-02393M through 004-03033M. Do the inspection following paragraph III.A of the Accomplishment Instructions in B/E Aerospace SB No. 119003-35-013, Rev. 002, dated July 19, 2017.

(1) Instead of the inspection, you may do a maintenance records review, to determine the S/N of the installed PBE, P/N 119003-21.

(2) If you choose to do the maintenance records review and you can positively determine that the S/N of the installed PBE, P/N 119003-21, is within the range of 004-14768M through 004-21093M or 004-02393M through 004-03033M, continue to the replacement requirement in paragraph (j) of this AD.

(3) If you choose to do the maintenance records review and you cannot positively determine that the S/N of the installed PBE, P/N 119003-21, is within the range of 004-14768M through 004-21093M or 004-02393M through 004-03033M, then you must either go back and do the inspection specified in paragraph (i) of this AD to determine if the replacement in paragraph (j) of this AD is necessary or do the replacement in paragraph (j) of this AD.

(j) New Replacement for Airplanes With PBE, P/N 119003-21, Installed

During the inspection or the maintenance records review required in paragraph (i) of this AD, if it is found that the PBE, P/N 119003-21, is within the S/N range specified in paragraph (i) of this AD, before further flight, remove the PBE and replace it with a PBE, P/N 119003-21, that does not have a S/N 004-14768M through 004-21093M or 004-02393M through 004-03033M. Do this replacement following paragraphs III.C., III.D.(4), III.D.(6), and III.D.(7) of the Accomplishment Instructions in B/E Aerospace SB No. 119003-35-013, Rev. 002, dated July 19, 2017, or replace it with another FAA-approved PBE installation. Once a discrepant PBE has been identified during an inspection or review of records, the unit must be removed before further flight. However, continued operation with fewer than required PBE is permissible if allowed by your MEL.

(k) Prohibited Installation

As of October 16, 2017 (the effective date of this AD), do not install a PBE, P/N 119003-21, that has a S/N within the range of 004-14768M through 004-21093M or 004-02393M through 004-03033M.

(l) Credit for Actions Done Following Previous Service Information

If you performed the inspection and replacement action required in paragraphs (i) and (j) of this AD before October 16, 2017 (the effective date of this AD) using B/E Aerospace SB No. 119003-35-013, Rev. 000, dated January 9, 2017, or B/E Aerospace SB No. 119003-35-013, Rev. 001, dated February 24, 2017, you have met the requirements of those paragraphs of this AD.

(m) Alternative Methods of Compliance (AMOCs)

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

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

(n) Related Information

For more information about this AD, contact David Enns, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4147; fax: (316) 946-4107; email: david.enns@faa.gov.

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 16, 2017.

(i) B/E Aerospace Service Bulletin No. 119003-35-013, Rev. 002, dated July 19, 2017.

(ii) Reserved

(4) The following service information was approved for IBR on July 15, 2016 (81 FR 37492, June 10, 2016).

(i) B/E Aerospace Service Bulletin No. 119003-35-009, Rev. 001, dated April 12, 2016.

(ii) B/E Aerospace Service Bulletin No. 119003-35-011, Rev. 000, dated February 4, 2015.

(5) For service information identified in this AD, contact B/E Aerospace, Inc. service information identified in this AD, contact B/E Aerospace, Inc., 10800 Pflumm Road, Commercial Aircraft Products Group, Lenexa, Kansas 66215; phone: (913) 338-9800; fax: (913) 338-8419; Internet: www.beaerospace.com.

(6) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0439.

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

Issued in Kansas City, Missouri, on August 30, 2017.
Melvin Johnson,
Deputy Director, Policy and Innovation Division,
Aircraft Certification Service.



2017-18-14 Rolls-Royce Corporation: Amendment 39-19023; Docket No. FAA-2011-0961; Product Identifier 2011-NE-22-AD.

(a) Effective Date

This AD is effective October 13, 2017.

(b) Affected ADs

This AD replaces Airworthiness Directive (AD) 2015-02-22, Amendment 39-18090 (80 FR 5452, February 2, 2015).

(c) Applicability

This AD applies to Rolls-Royce Corporation (RRC) 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20W, -C300/A1, and -C300/B1 turboshaft engines with either a 3rd-stage turbine wheel, part number (P/N) 23065818, or a 4th-stage turbine wheel, P/N 23055944 or RR30000240, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by in-service turbine wheel blade failures that revealed the need for changes to the inspections of certain 3rd-stage turbine wheels and removal from service of certain 4th-stage turbine wheels. We are issuing this AD to prevent failure of the 3rd-stage and 4th-stage turbine wheel blades, damage to the engine, and damage to the aircraft.

(f) Compliance

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

(1) Within 1,775 hours since last visual inspection and fluorescent-penetrant inspection (FPI) or before the next flight after the effective date of this AD, whichever occurs later:

(i) Remove 3rd-stage turbine wheels, P/N 23065818, and perform a visual inspection and an FPI on the removed turbine wheels for cracks at the trailing edge of the turbine blades, near the fillet at the rim.

(ii) Thereafter, re-inspect the affected turbine wheels every 1,775 hours since last inspection (HSLI).

(2) Any time the turbine is disassembled, perform a visual inspection and an FPI on 3rd-stage turbine wheels, P/N 23065818, for cracks at the trailing edge of the turbine blades, near the fillet at the rim.

(3) Do not return to service any turbine wheels found to have cracks at the trailing edge, near the fillet at the rim, of the turbine blades.

(4) Within 1,775 HSLI, or at the next engine shop visit, whichever occurs later, remove 4th-stage turbine wheels, P/N 23055944, from service.

(5) Within 2,025 HSLI, or at the next engine shop visit, whichever occurs later, remove 4th-stage turbine wheels, P/N RR30000240, from service.

(g) Definition

For the purpose of this AD, an “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, FAA, Chicago ACO Branch, Compliance and Airworthiness Division, 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 Branch, send it to the attention of the person identified in paragraph (i) of this AD.

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

(i) Related Information

For more information about this AD, contact John Tallarovic, Aerospace Engineer, FAA, Chicago ACO Branch, Compliance and Airworthiness Division, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-8180; fax: 847-294-7834; email: john.m.tallarovic@faa.gov.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on August 31, 2017.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.



2017-18-15 Airbus: Amendment 39-18024; Docket No. FAA-2017-0533; Product Identifier 2016-NM-156-AD.

(a) Effective Date

This AD is effective October 19, 2017.

(b) Affected ADs

None.

(c) Applicability

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

- (1) Model A300 B4-603 and A300 B4-622 airplanes.
- (2) Model A300 B4-605R and A300 B4-622R airplanes.
- (3) Model A300 F4-605R and A300 F4-622R airplanes.
- (4) Model A300 C4-605R Variant F airplanes.
- (5) Model A310-203, -221, -222, -304, -322, -324, and -325 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by an evaluation by the design approval holder indicating that a section of the fuselage structure above the forward cargo door is subject to widespread fatigue damage. We are issuing this AD to prevent reduced structural integrity of these airplanes due to the failure of certain structural components.

(f) Compliance

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

(g) Check and Rototest Inspection of Affected Fastener and Tooling Holes

Before exceeding 42,500 flight cycles since the first flight of the airplane, do a check of the diameter of the fastener holes and tooling holes and a rototest inspection for cracks of all holes of removed fasteners and the tooling holes at the locations specified in, and in accordance with, the Accomplishment Instructions of Airbus Service Bulletin A300-53-6187, Revision 00, dated May 31, 2016; or Airbus Service Bulletin A310-53-2145, Revision 00, dated May 31, 2016; as applicable.

(h) Repair

If any condition specified in paragraph (h)(1) or (h)(2) of this AD is found, prior to further flight, repair in accordance with a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). Concurrently with the repair, unless the approved repair instructions specify otherwise, modify the affected structure, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6187, Revision 00, dated May 31, 2016; or Airbus Service Bulletin A310-53-2145, Revision 00, dated May 31, 2016; as applicable.

(1) Any crack is found during the rototest inspection required by paragraph (g) of this AD.

(2) Any hole diameter greater than or equal to the maximum starting hole diameter specified in the Accomplishment Instructions of Airbus Service Bulletin A300-53-6187, Revision 00, dated May 31, 2016; or Airbus Service Bulletin A310-53-2145, Revision 00, dated May 31, 2016; as applicable, is found during the check required by paragraph (g) of this AD.

(i) Modification

If, during the actions required by paragraph (g) of this AD, no crack is found and the hole diameter is less than the maximum starting hole diameter specified in the Accomplishment Instructions of Airbus Service Bulletin A300-53-6187, Revision 00, dated May 31, 2016; or Airbus Service Bulletin A310-53-2145, Revision 00, dated May 31, 2016; as applicable: Before further flight, modify the affected fuselage structure, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6187, Revision 00, dated May 31, 2016; or Airbus Service Bulletin A310-53-2145, Revision 00, dated May 31, 2016; as applicable.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (k)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0178, dated September 12, 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-2017-0533.

(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149.

(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 A300-53-6187, Revision 00, dated May 31, 2016.

(ii) Airbus Service Bulletin A310-53-2145, Revision 00, dated May 31, 2016.

(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 Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on August 29, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-18-16 The Boeing Company: Amendment 39-19025; Docket No. FAA-2016-7270; Product Identifier 2015-NM-116-AD.

(a) Effective Date

This AD is effective October 16, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-700 and -700C series airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, except for airplanes on which winglets are installed as specified in Supplemental Type Certificate (STC) ST00830SE, Amendment dated on or after April 21, 2015.

(1) Airplanes having STC ST00830SE installed (Aviation Partners Boeing blended winglets), as identified in Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017.

(2) Airplanes identified in Boeing Alert Service Bulletin 737-27A1306, dated September 10, 2015, as revised by Boeing Alert Service Bulletin 737-27A1306, Revision 1, dated December 14, 2016.

(3) Airplanes identified in Aviation Partners Boeing Service Bulletin AP737-34-005, dated July 17, 2015.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls; Code 34, Navigation.

(e) Unsafe Condition

This AD was prompted by a report that for airplanes with blended winglets, the nose-up pitch trim limit and associated warning for the horizontal stabilizer control system will allow the stabilizer position to be set outside acceptable limits for a mis-trimmed takeoff condition. We are issuing this AD to prevent takeoff with a stabilizer position set outside acceptable limits for a mis-trimmed takeoff condition. Settings outside of the appropriate pitch trim limits could result in loss of controllability of the airplane during takeoff.

(f) Compliance

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

(g) Replacement, Relocation, and Applicable Related Investigative and Corrective Actions

(1) For airplanes identified in paragraph (c)(1) of this AD, except for airplanes also identified in paragraph (c)(2) of this AD: Within 72 months after the effective date of this AD, relocate the position warning horn switches of the horizontal stabilizer, replace the pitch trim light plates on the flight deck control stand, revise the software, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017, except as specified in paragraph (j) of this AD. Do all applicable related investigative and corrective actions before further flight.

(2) For airplanes identified in paragraph (c)(2) of this AD, except for the airplane having line number 3128: Within 72 months after the effective date of this AD, relocate the position warning horn switches of the horizontal stabilizer, replace the pitch trim light plates on the flight deck control stand, revise the software, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-27A1306, dated September 10, 2015, as revised by Boeing Alert Service Bulletin 737-27A1306, Revision 1, dated December 14, 2016; and Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017; except as specified in paragraph (j) of this AD. Do all applicable related investigative and corrective actions before further flight.

(h) Software Revision and Placard Removal

For airplanes identified in paragraph (c)(3) of this AD: Within 72 months after the effective date of this AD, revise the software and remove the placard, in accordance with the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP737-34-005, dated July 17, 2015.

(i) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraphs (g)(1) and (g)(2) of this AD for Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017, if those actions were performed before the effective date of this AD using the service information specified in paragraph (i)(1)(i), (i)(1)(ii), (i)(1)(iii), or (i)(1)(iv) of this AD.

(i) Aviation Partners Boeing Service Bulletin AP737-27-002, dated March 31, 2015.

(ii) Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 1, dated August 6, 2015.

(iii) Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 2, dated March 1, 2016.

(iv) Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 3, dated July 19, 2016.

(2) This paragraph provides credit for the actions specified in paragraph (g)(2) of this AD for Boeing Alert Service Bulletin 737-27A1306, dated September 10, 2015, as revised by Boeing Alert Service Bulletin 737-27A1306, Revision 1, dated December 14, 2016, if those actions were performed before the effective date of this AD using the service information specified in Boeing Alert Service Bulletin 737-27A1306, dated September 10, 2015.

(j) Exceptions to the Service Information

(1) Where Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017, specifies to contact Boeing for appropriate action, and specifies that action as Required for Compliance (RC): Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(2) Although Note 3 of paragraph 3.A., "General," Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017, specifies to make an entry into the airplane's records, that action is not required by this AD.

(k) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) Except as required by paragraph (j) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (k)(4)(i) and (k)(4)(ii) of this AD apply.

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

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

(l) Related Information

(1) For more information about this AD, contact Fnu Winarto, Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6659; fax: 425-917-6590; email: fnu.winarto@faa.gov.

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

(i) Aviation Partners Boeing Service Bulletin AP737-27-002, Revision 4, dated April 24, 2017.

(ii) Aviation Partners Boeing Service Bulletin AP737-34-005, dated July 17, 2015.

(iii) Boeing Alert Service Bulletin 737-27A1306, dated September 10, 2015.

(iv) Boeing Alert Service Bulletin 737-27A1306, Revision 1, dated December 14, 2016.

(3) For Aviation Partners Boeing service information identified in this AD, contact Aviation Partners Boeing, 2811 South 102nd Street, Suite 200, Seattle, WA 98168; phone: 206-830-7699; fax: 206-767-3355; email: leng@aviationpartners.com; Internet: <http://www.aviationpartnersboeing.com>.

(4) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; Internet <https://www.myboeingfleet.com>.

(5) You may view this service information at the FAA, Transport Standards Branch, 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 August 30, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-18-17 Airbus: Amendment 39-19026; Docket No. FAA-2016-0451; Product Identifier 2013-NM-253-AD.

(a) Effective Date

This AD is effective October 19, 2017.

(b) Affected ADs

This AD replaces AD 2004-23-20, Amendment 39-13875 (69 FR 68779, November 26, 2004) (“AD 2004-23-20”).

(c) Applicability

This AD applies to Airbus Model A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, and A300 C4-605R Variant F airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a report indicating that the material used to manufacture the upper frame feet was changed and negatively affected the fatigue life of the frame feet. We are issuing this AD to prevent cracking of the center section of the fuselage, which could result in a ruptured frame foot and reduced structural integrity of the airplane.

(f) Compliance

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

(g) Modification of the Upper Frame Feet Fittings

(1) Except for airplanes identified in table 2 to paragraphs (g)(1) and (g)(2) of this AD: At the times specified in table 1 to paragraph (g)(1) of this AD, depending on the average flight time (AFT), as defined in paragraph (i) of this AD, modify the upper frame feet fittings, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6125, Revision 04, dated March 17, 2015 (“SB A300-53-6125, Revision 04”). Do all applicable related investigative and corrective actions before further flight. Where Airbus SB A300-53-6125, Revision 04, specifies to contact Airbus for appropriate action, and specifies that action as “RC” (Required for Compliance): Before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (1)(2) of this AD.

Table 1 to Paragraph (g)(1) of This AD–Modification SB A300-53-6125, Revision 04

Airplane usage	Initial compliance time (flight cycles or flight hours, whichever occurs first since first flight)
AFT greater than 1.5	Within 10,200 flight cycles or 22,100 flight hours.
AFT equal to or less than 1.5	Within 11,000 flight cycles or 16,600 flight hours.

Table 2 to Paragraphs (g)(1) and (g)(2) of This AD–Modification SB A300-53-6178

Airplane configuration	Initial compliance time
Post-modification 12168	Within 27,100 flight cycles or 47,300 flight hours since the airplane's first flight, whichever occurs first.
Post-SB A300-53-6125	Within 27,100 flight cycles or 47,300 flight hours after embodiment of SB A300-53-6125, whichever occurs first.

(2) For airplanes identified in table 2 to paragraphs (g)(1) and (g)(2) of this AD: At the applicable compliance time specified in table 2 to paragraphs (g)(1) and (g)(2) of this AD, modify the upper frame feet fittings, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-53-6178, dated March 17, 2015. Where Airbus Service Bulletin A300-53-6178, dated March 17, 2015, specifies to contact Airbus for appropriate action, and specifies that action as “RC”: Before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (1)(2) of this AD.

(h) Additional Post-Modification Actions

Prior to exceeding 24,100 total flight cycles or 42,000 total flight hours, whichever occurs first after doing the modification required by paragraph (g)(2) of this AD: Contact the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA); for instructions to do additional actions, and do those actions at the compliance times stated therein.

(i) Definition of AFT

For the purpose of this AD, to establish the applicable AFT for the actions required by paragraph (g)(1) of this AD, divide the total accumulated flight hours counted from take-off to touch-down by the total accumulated flight cycles as of the effective date of this AD.

(j) Credit for Previous Actions

This paragraph provides credit for the modification required by paragraph (g)(1) of this AD, if the modification was performed before the effective date of this AD using the service information specified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD.

(1) Airbus Service Bulletin A300-53-6125, dated November 8, 2000, which is not incorporated by reference in this AD.

(2) Airbus Service Bulletin A300-53-6125, Revision 01, dated June 13, 2003, which was incorporated by reference in AD 2004-23-20.

(3) Airbus Service Bulletin A300-53-6125, Revision 02, dated February 25, 2005, which is not incorporated by reference in this AD.

(4) Airbus Service Bulletin A300-53-6125, Revision 03, dated September 13, 2011, which is not incorporated by reference in this AD.

(k) Exempt Airplanes

For airplanes on which Airbus Modification 12168 has been embodied in production: The modification required by paragraph (g)(1) of this AD is not required by this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(3) Required for Compliance (RC): Except as required by paragraphs (g)(1) and (g)(2) of this AD: 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.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0249, dated December 14, 2016; corrected January 10, 2017; for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-0451.

(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-53-6125, Revision 04, dated March 17, 2015.

(ii) Airbus Service Bulletin A300-53-6178, dated March 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 Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on August 29, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-18-18 Airbus: Amendment 39-19027; Docket No. FAA-2017-0808; Product Identifier 2017-NM-102-AD.

(a) Effective Date

This AD becomes effective September 26, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Model A350-941 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 42, Integrated Modular Avionics.

(e) Reason

This AD was prompted by the in-service loss of communication between some avionics systems and the avionics network. We are issuing this AD to prevent a loss of communication between some avionics systems and the avionics network, which could lead to partial or total loss of some avionics systems or functions.

(f) Compliance

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

(g) Repetitive Power Cycles (Resets)

Within 30 days after the effective date of this AD, do an on-ground power cycle to reset the internal timer, in accordance with Airbus Alert Operators Transmission (AOT) A42P001-17, dated June 30, 2017. Repeat the power cycle thereafter at intervals not to exceed 149 hours of continuous power-up.

(h) Reporting Provisions

Where Airbus AOT A42P001-17, dated June 30, 2017, specifies informing Airbus when the aircraft electrical power shutdown process is in place, this AD does not require that operators submit this information.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0129, dated July 25, 2017, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0808.

(2) For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2889; fax 425-227-1149.

(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) Airbus Alert Operators Transmission (AOT) A42P001-17, dated June 30, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email continued-airworthiness.a350@airbus.com; Internet <http://www.airbus.com>.

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

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

Issued in Renton, Washington, on August 29, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-18-19 Airbus: Amendment 39-19028; Docket No. FAA-2017-0560; Product Identifier 2016-NM-172-AD.

(a) Effective Date

This AD is effective October 19, 2017.

(b) Affected ADs

This AD affects AD 2011-10-06, Amendment 39-16687 (76 FR 27227, May 11, 2011) (“AD 2011-10-06”).

(c) Applicability

This AD applies to Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes, certificated in any category, all serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking in the drainage holes on the lower skin panel in the center wing box between frames (FR) 42 and FR46. We are issuing this AD to detect and correct cracking of trellis boom drainage holes, the holes in the stringers bottom, and the holes of the inner pump, which could result in reduced structural integrity of the wings.

(f) Compliance

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

(g) Rotating Probe Inspections and Corrective Actions

Except as provided by paragraph (h)(1) of this AD, before exceeding the applicable threshold or grace period, whichever occurs later, as defined in paragraph 1.E., “Compliance,” of Airbus Service Bulletin A310-57-2050, Revision 04, dated March 13, 2015, accomplish the rotating probe inspection for cracking of the trellis boom drainage holes, the holes in the stringers bottom, and the holes of the inner pump, as applicable, and do all applicable corrective actions, as specified in, and in accordance with the Accomplishment Instructions of Airbus Service Bulletin A310-57-2050, Revision 04, dated March 13, 2015, except as required by paragraph (h)(2) of this AD. Do all applicable corrective actions before further flight. Repeat the inspection thereafter at intervals not to exceed those defined in paragraph 1.E., “Compliance,” of Airbus Service Bulletin A310-57-2050, Revision 04, dated March 13, 2015.

(h) Exceptions to Service Information

(1) Where Airbus Service Bulletin A310-57-2050, Revision 04, dated March 13, 2015, specifies a grace period “after receipt of the Service Bulletin without exceeding previous Service Bulletin revision values,” this AD requires compliance within the specified grace period after the effective date of this AD.

(2) Where Airbus Service Bulletin A310-57-2050, Revision 04, dated March 13, 2015, specifies to contact Airbus for appropriate action, and specifies that action as “RC” (Required for Compliance): Before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (l)(2) of this AD.

(i) No Terminating Action for Inspections

Accomplishing corrective actions on an airplane as required by paragraph (g) or (h)(2) of this AD does not constitute terminating action for the repetitive actions required by paragraph (g) of this AD.

(j) Terminating Action

Accomplishment of the initial inspection required by paragraph (g) of this AD constitutes terminating action for the actions required by paragraph (h) of AD 2011-10-06.

(k) 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 the service information specified in Airbus Service Bulletin A310-57-2050, Revision 03, dated December 19, 2014.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, 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): Except as required by paragraph (h)(2) of this AD: 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.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0196, dated September 30, 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-2017-0560.

(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A310-57-2050, Revision 04, dated March 13, 2015.

(ii) Reserved.

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

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

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

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

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-18-21 Airbus: Amendment 39-19030; Docket No. FAA-2017-0809; Product Identifier 2017-NM-094-AD.

(a) Effective Date

This AD is effective September 28, 2017.

(b) Affected ADs

This AD replaces AD 2017-13-12, Amendment 39-18942 (82 FR 30949, July 5, 2017) (“AD 2017-13-12”).

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Airbus Model A318-111, -112, -121, and -122 airplanes.
- (2) Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Airbus Model A320-211, -212, -214, -231, -232, and -233 airplanes.
- (4) Airbus Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by an evaluation by the design approval holder that indicates that the main landing gear (MLG) does not comply with certification specifications, which could result in a locking failure of the MLG side stay. We are issuing this AD to prevent possible collapse of the MLG during takeoff and landing.

(f) Compliance

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

(g) Retained Modification or Replacement, With Revised Figure Formatting

This paragraph restates the requirements of paragraph (g) of AD 2017-13-12, with revised figure formatting. Within 120 months after August 9, 2017 (the effective date of AD 2017-13-12), accomplish the action specified in paragraph (g)(1) or (g)(2) of this AD.

- (1) Modify each MLG side stay assembly having a part number listed in figure 1 to paragraphs (g), (h), and (i) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1429, Revision 01, dated February 29, 2016, and the service information specified

in paragraph (g)(1)(i) or (g)(1)(ii) of this AD, as applicable. The modification may be done “off wing,” provided the modified MLG is reinstalled on the airplane.

(i) For Model A318 Series airplanes; Model A319 series airplanes; and Model A320-211, -212, -214, -231, -232, and -233 airplanes: Messier-Bugatti-Dowty Service Bulletin 200-32-315, dated April 24, 2015.

(ii) For Model A321 series airplanes: Messier-Bugatti-Dowty Service Bulletin 201-32-63, dated April 24, 2015.

(2) Replace the MLG side stay assembly with a side stay assembly that has been modified in accordance with paragraph (g)(1) of this AD. Do the replacement using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

Note 1 to paragraph (g)(2) of this AD: Additional guidance for the replacement can be found in Chapter 32 of the Airbus A318/A319/A320/A321 Aircraft Maintenance Manual.

Figure 1 to Paragraphs (g), (h), and (i) of This AD—Affected MLG Side Stay Assemblies

Models	Affected part Nos. (P/N)	Strike number not cancelled
A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-231, A320-232, and A320-233 airplanes	201166001-xxx. ¹	12
	201166002-xxx. ¹	
	201166003-xxx. ¹	
	201166004-xxx. ¹	
	201166005-xxx. ¹	
	201166006-xxx. ¹	
	201166007-xxx. ¹	
	201166008-xxx. ¹	
	201166009-xxx. ¹	
	201166010-xxx. ¹	
	201166011-xxx. ¹	
	201166012-xxx. ²	
	201166013-000 through 201166013-030 inclusive. ²	
	201166014-000 through 201166014-030 inclusive. ²	

A321-111, A321-112, and A321-131 airplanes	201390001-000 through 201390001-040 inclusive. ²	15
	201390002-000 through 201390002-040 inclusive. ²	
	201527001-000 through 201527001-025 inclusive. ²	
	201527002-000 through 201527002-025 inclusive. ²	
A321-211, A321-212, A321-213, A321-231, and A321-232 airplanes	201524001-000 through 201524001-035 inclusive. ²	15
	201524002-000 through 201524002-035 inclusive. ²	
	201660001-000 through 201660001-030 inclusive. ²	
	201660002-000 through 201660002-030 inclusive. ²	

¹ The 'xxx' used in this figure can be any 3-digit combination.

² Units having a P/N with no dash number after the first 9 digits are also affected. Units having a P/N with the first 9 digits and a dash number higher than those listed, are not affected by the requirements of this AD.

(h) Retained Provisions for Unaffected Airplanes, With No Changes

This paragraph restates the provisions of paragraph (h) of AD 2017-13-12, with no changes. An airplane on which Airbus Modification (Mod) 156646, Airbus Mod 161202, or Airbus Mod 161346 has been embodied in production is not affected by the requirements of paragraph (g) of this AD, provided it is determined that no part having a part number identified in figure 1 to paragraphs (g), (h), and (i) of this AD has been installed on that airplane since the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness. A review of the airplane maintenance records is acceptable to make this determination, provided that these records are accurate and can be relied upon to conclusively make that determination.

(i) Retained Parts Installation Prohibition, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2017-13-12, with no changes. As of August 9, 2017 (the effective date of AD 2017-13-12), do not install on any airplane, an MLG side stay assembly having a part number, with the strike number not cancelled, as identified in figure 1 to paragraphs (g), (h), and (i) of this AD, unless it has been modified in accordance with the requirements of paragraph (g) of this AD.

(j) Retained Credit for Previous Actions, With No Changes

This paragraph restates the provisions of paragraph (j) of AD 2017-13-12, with no changes. This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before August 9, 2017 (the effective date of AD 2017-13-12), using Airbus Service Bulletin A320-32-1429, dated September 10, 2015.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) **Alternative Methods of Compliance (AMOCs):** The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Section, send it to the attention of the person identified in paragraph (l)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0018R1, dated September 14, 2016, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0809.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149.

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

(3) The following service information was approved for IBR on August 9, 2017 (82 FR 30949, July 5, 2017).

(i) Airbus Service Bulletin A320-32-1429, Revision 01, dated February 29, 2016.

(ii) Messier-Bugatti-Dowty Service Bulletin 200-32-315, dated April 24, 2015.

(iii) Messier-Bugatti-Dowty Service Bulletin 201-32-63, dated April 24, 2015.

(4) 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>.

(5) For Messier-Dowty service information identified in this AD, contact Messier-Dowty: Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, VA 20166-8910; telephone: 703-450-8233; fax: 703-404-1621; Internet: <https://techpubs.services/messier-dowty.com>.

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

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

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

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-19-02 The Boeing Company: Amendment 39-19032; Docket No. FAA-2016-9184; Product Identifier 2016-NM-060-AD.

(a) Effective Date

This AD is effective October 19, 2017.

(b) Affected ADs

This AD affects AD 80-08-10 R1, Amendment 39-3830 (45 FR 46343, July 10, 1980).

(c) Applicability

This AD applies to The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category, equipped with a main cargo door (MCD).

(d) Subject

Air Transport Association (ATA) of America Code 52, Doors.

(e) Unsafe Condition

This AD was prompted by analysis of the cam support assemblies of the MCD that indicated the repetitive high frequency eddy current (HFEC) inspections required by the existing maintenance program are not adequate to detect cracks before two adjacent cam support assemblies of the MCD could fail. We are issuing this AD to detect and correct cracking of the cam support assemblies of the MCD. Such cracking could result in reduced structural integrity of the MCD and consequent rapid decompression of the airplane.

(f) Compliance

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

(g) Inspection To Determine Part Numbers

At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD: Inspect the cam support assemblies of the MCD to determine whether part number (P/N) 69-23588-1, 69-23588-2, 69-23588-5, 69-23588-6, 69-23588-9, or 69-23588-10 is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number(s) of the cam support assemblies of the MCD can be conclusively determined from that review.

(1) Before the accumulation of 18,000 total flight cycles since installation of the MCD. If the flight cycles since installation of the MCD are not known, use total airplane flight cycles.

(2) Within 1,771 flight cycles or 27 months after the effective date of this AD, whichever occurs later.

(h) Repetitive Inspections of the Cam Support Assemblies of the Main Cargo Door and Corrective Actions

If, during any inspection required by paragraph (g) of this AD, any cam support assembly of the MCD having P/N 69-23588-1, 69-23588-2, 69-23588-5, 69-23588-6, 69-23588-9, or 69-23588-10 is determined to be installed: At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD, do an ultrasonic inspection to detect cracking of the affected cam support assemblies of the MCD; and do all applicable replacements; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 727-52A0151, dated February 12, 2016. Do all applicable replacements before further flight. Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 727-52A0151, dated February 12, 2016.

(i) Terminating Action for AD 80-08-10 R1, Amendment 39-3830 (45 FR 46343, July 10, 1980)

Accomplishment of the initial inspection and all applicable replacements required by paragraph (h) of this AD terminates all requirements of AD 80-08-10 R1, Amendment 39-3830 (45 FR 46343, July 10, 1980), for that airplane only.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

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

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

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

(k) Related Information

For more information about this AD, contact Chandra Ramdoss, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5239; fax: 562-627-5210; email: chandraduth.ramdoss@faa.gov.

(I) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 727-52A0151, dated February 12, 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; Internet <https://www.myboeingfleet.com>.

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

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

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

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-19-03 Dassault Aviation: Amendment 39-19033; Docket No. FAA-2017-0525; Product Identifier 2016-NM-121-AD.

(a) Effective Date

This AD is effective October 19, 2017.

(b) Affected ADs

This AD affects AD 2016-01-16, Amendment 39-18376 (81 FR 3320, January 21, 2016) (“AD 2016-01-16”).

(c) Applicability

This AD applies to all Dassault Aviation Model MYSTERE-FALCON 900 airplanes, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before December 1, 2015.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that new or more restrictive maintenance requirements and/or airworthiness limitations are necessary. We are issuing this AD to prevent reduced structural integrity of the airplane.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, Revision 22, dated December 2015, of the Dassault Aviation Falcon 900 Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, Revision 22, dated December 2015, of the Dassault Aviation Falcon 900 Maintenance Manual, is within the applicable times specified in the maintenance manual, or within 90 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

(1) The term “LDG” in the “First Inspection” column of any table in the service information means total airplane landings.

(2) The term “FH” in the “First Inspection” column of any table in the service information means total flight hours.

(3) The term “FC” in the “First Inspection” column of any table in the service information means total flight cycles.

(4) The term “M” in the “First Inspection” column of any table in the service information means months.

(h) No Alternative Actions and Intervals

After accomplishing the revision 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 (j)(1) of this AD.

(i) Terminating Action

Accomplishing the actions required by paragraph (g) of this AD terminates all requirements of AD 2016-01-16.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (k)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Dassault Aviation'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 2016-0127, dated June 23, 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-2017-0525.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149.

(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) Chapter 5-40, Airworthiness Limitations, Revision 22, dated December 2015, of the Dassault Aviation Falcon 900 Maintenance Manual.

(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 Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

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

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-19-04 Dassault Aviation: Amendment 39-19034; Docket No. FAA-2017-0524; Product Identifier 2016-NM-122-AD.

(a) Effective Date

This AD is effective October 19, 2017.

(b) Affected ADs

This AD affects AD 2014-16-26, Amendment 39-17950 (79 FR 51077, August 27, 2014) (“AD 2014-16-26”).

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 900EX airplanes, certificated in any category, serial numbers 1 through 96 inclusive, and serial numbers 98 through 119 inclusive, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that new or more restrictive maintenance requirements and/or airworthiness limitations are necessary. We are issuing this AD to prevent reduced structural integrity of the airplane.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, Revision 14, dated November 2015, of the FALCON 900EX Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, Revision 14, dated November 2015, of the FALCON 900EX Maintenance Manual, is within the applicable times specified in the maintenance manual, or 90 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

(1) The term “LDG” in the “First Inspection” column of any table in the service information means total airplane landings.

(2) The term “FH” in the “First Inspection” column of any table in the service information means total flight hours.

(3) The term “FC” in the “First Inspection” column of any table in the service information means total flight cycles.

(4) The term “M” in the “First Inspection” column of any table in the service information means months.

(h) No Alternative Actions and Intervals

After accomplishing the revision 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 (j)(1) of this AD.

(i) Terminating Action

Accomplishing the actions required by paragraph (g) of this AD terminates all the requirements of AD 2014-16-26.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (k)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Dassault Aviation'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 AD 2016-0128, dated June 23, 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-2017-0524.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149.

(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) Chapter 5-40, Airworthiness Limitations, Revision 14, dated November 2015, of the FALCON 900EX Maintenance Manual.

(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 Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

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

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.