

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2020-24

11/9/2020 - 11/22/2020



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

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2020-01			
2019-23-04		The Boeing Company	727, 727-100, 727C, 727-100C, 727-200, and 727-200F
2019-23-16		The Boeing Company	737-100, -200, -200C, -300, -400, and -500
2019-24-12		De Havilland Aircraft of Canada Limited	DHC-8-401 and -402
2019-24-13		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-24-14		328 Support Services GmbH	328-100
2019-24-15		The Boeing Company	737-900ER
2019-24-16	R 2017-16-08	Embraer S.A	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2019-24-18		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F, 757-200, -200PF, -200CB, and -300, 767-200, -300, -300F, and -400ER
2019-25-13		Engine Alliance	GP7270 and GP7277
2019-25-17		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER
Biweekly 2020-02			
2019-22-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), Model CL-600-2D24 (Regional Jet Series 900), Model CL-600-2E25 (Regional Jet Series 1000)
2019-23-14		The Boeing Company	37-100, -200, -200C, -300, -400, and -500
2019-24-01		Airbus SAS	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, -231, -212, -213, and -232, A330-201, -202, -203, -223, -223F, -243, and -243F, A340-211, -212, -213, -311, -312, -313, -541, and -642
2019-25-10		Fokker Services B.V	F28 Mark 0070 and 0100
2019-25-11		Viking Air Limited	CL-215-1A10, CL-215-6B11 (CL-215T Variant)
2019-25-12	R 2016-18-02	The Boeing Company	777-200 and -300ER
2019-25-14		The Boeing Company	777-300ER and 777F
2019-25-15		Fokker Services B.V	F28 Mark 0100
2019-25-16	R 2017-06-08	Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL
2019-25-18		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2019-25-19		Airbus SAS	A350-941
2020-01-11	R 2017-12-07	The Boeing Company	737-800, -900, and -900ER
2020-01-55	E	General Electric Company	GE90-110B1 and GE90-115B
Biweekly 2020-03			
2019-25-20		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G; C-130A, C-130B, C-130BL, C-130E, C-130H, C-130H-30, C-130J, C-130J-30, EC-130Q, HC-130H, KC-130H, NC-130B, NC-130, and WC-130H airplanes
2019-25-55		The Boeing Company	737-300, -400, and -700 series airplanes
2019-26-01		Airbus SAS	A350-941 and -1041 airplanes
2020-01-12	A 2017-16-12	Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-13	R 2018-19-26	Dassault Aviation	MYSTERE-FALCON 200 airplanes
2020-01-14	A 2010-26-05	Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2020-01-17		Airbus SAS	A318, A319, A320, A321 airplanes
2020-01-18	R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2020-04			
2019-26-10		Bombardier, Inc.	CL-600-2C10, -2D15, -2D25, -2E25 airplanes
2019-26-11		Airbus SAS	A319, A320, A321 airplanes
2020-01-10		Airbus SAS	A350-941 airplanes
2020-01-15		Airbus SAS	A300, A310 airplanes
2020-01-16	A 2014-25-52	Airbus SAS	A330, A340 airplanes
2020-01-55		General Electric Company	GE90-110B1 and GE90-115B model turbofan engines
2020-02-10		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-02-12	R 2017-15-04	The Boeing Company	787 series airplanes
2020-02-13	R 2019-03-14 A 2010-26-05	Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes
2020-02-14		Airbus SAS	A350-941 and -1041 airplanes
2020-02-15		Bombardier, Inc.	BD-700-1A10, BD-700-1A11 airplanes
2020-02-16		The Boeing Company	737-200, -200C, -300, -400, and -500 series airplanes
2020-02-18		Gulfstream Aerospace Corporation	GVI, GVII-G500, and GVII-G600 airplanes
2020-02-19	R 2003-09-04 R1	Bombardier, Inc.	CL-600-2B19 airplanes
2020-02-20	R 2014-24-07	Airbus SAS	A318, A319, A320, A321 airplanes
2020-02-21	R 2014-03-12 R 2018-19-25 A 2010-26-05	Dassault Aviation	FALCON 2000 airplanes
2020-02-22		Airbus SAS	A300, A310 airplanes
2020-03-11		The Boeing Company	707-100 long body, -200, -100B long body, -100B short body, -300, -300B, -300C, and -400 series; and 720 and 720B series airplanes
2020-03-12		Airbus SAS	A350-941 and -1041 airplanes
Biweekly 2020-05			
2020-01-18	COR R 2006-11-11	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-02-19	COR R 2003-09-04 R1	Bombardier, Inc.	CL-600-2B19 (Regional Jet series 100 & 440) airplanes
2020-03-10		The Boeing Company	737 series, except for 737-100, -200, -200C, -300, -400, and -500 series airplanes
2020-03-14		Airbus SAS	A350-941 and -1041 airplanes
2020-03-15		Airbus SAS	A321-211, -212, -213, -231, and -232 airplanes
2020-03-17	R 2015-24-04	Bombardier, Inc.	CL-600-2B19, -2C10, -2D15, -2D25, -2E25 airplanes
2020-03-18	R 2017-19-08	Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes
2020-03-19	A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2020-03-20		The Boeing Company	MD-11, MD-11F, 717-200, 737-8, 737-9, 737-600, -700, -700C, -800, -900, and -900ER; 747-400 and 747-400F; 757-200, -200PF, -200CB, and -300; 767-200, -300, -300F, -400ER, and -2C; 777-200, -200LR, -300, and -300ER; 777F series airplanes
2020-03-21		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2020-03-22		The Boeing Company	787-8 airplanes
2020-03-23		Bombardier, Inc.	CL-600-2B19
2020-03-24	A 2010-26-05	Dassault Aviation	MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2020-04-01		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan engines
Biweekly 2020-06			
2020-04-10	A 2011-03-10	Airbus SAS	A330 airplanes
2020-04-11		The Boeing Company	747-400 series airplanes
2020-04-12	R 2012-22-05 R 2018-19-03	Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2020-04-18		Airbus SAS	A330-941 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-05-01		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3 model turbofan engines
2020-05-10		Dassault Aviation	FALCON 7X airplanes
2020-05-12		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600 airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-06-01	R 2018-25-09 R 2019-12-01	CFM International, S.A.	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan engines
Biweekly 2020-07			
2020-04-19	R 2017-15-01	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2020-05-13		Airbus Canada Limited Partnership	BD-500-1A11 airplanes
2020-05-14		Airbus SAS	A320-214, -232, -271N; A321-231 airplanes
2020-05-15		Airbus SAS	A319-131, -132, -133; A320-231, -232, -233; and A321-131, -231, -232 airplanes
2020-05-16		Airbus SAS	A319-115; A320-214, -216, -232, -251N, -271N; and A321-211, -231, -251N, -251NX, -253N, -271N, -271NX, -272N airplanes
2020-05-17		Airbus SAS	A318-112, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, A320-233, A320-251N, and A320-271N airplanes
2020-05-18		Airbus SAS	A350-941 and -1041 airplanes
2020-05-19		Airbus SAS	A319-112, -115, -132; and A320-214, -216, -232 -233 airplanes
2020-05-21		Yaborã Indústria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-05-22		Yaborã Indústria Aeronáutica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU; and ERJ 170-200 LR, -200 SU, -200 STD, -200 LL airplanes
2020-05-24	R 2010-26-01	The Boeing Company	777-200 series airplanes
2020-05-28	R 2019-11-08	International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2020-06-02		International Aero Engines LLC	PW1122G-JM, PW1124G1-JM, PW1124G-JM, PW1127GA-JM, PW1127G1-JM, PW1127G-JM, PW1133G-JM, PW1133GA-JM, PW1130G-JM, and PW1129G-JM turbofan engines
2020-06-14		The Boeing Company	787-8, 787-9, and 787-10 airplanes
2020-07-51	E	International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5 turbofan engines
Biweekly 2020-08			
2020-04-15		The Boeing Company	757-200, -200PF, -200CB, and -300 series; 767-200, -300, and -300F series airplanes
2020-04-16		Yaborã Indústria Aeronáutica S.A.	ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes
2020-04-17		Airbus SAS Model	A350-941 and -1041 airplanes
2020-04-20		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 airplanes
2020-04-22	R 2018-19-27 R 2014-16-12 A 2010-26-05	Dassault Aviation	FALCON 2000EX airplanes
2020-05-25		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2020-05-26		The Boeing Company	787-8 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-05-27 2020-06-10		Bombardier, Inc. Airbus SAS	BD-700-1A10 and BD-700-1A11 airplanes A318-111, -112, -121, and -122; A319-111, -112, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2020-06-15 2020-06-16	R 2017-03-02	Fokker Services B.V. Rolls-Royce Deutschland Ltd. & Co. KG	F28 Mark 0100 airplanes RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2020-06-17	R 2011-09-06	Airbus SAS	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A330-941; A340-211, -212, and -213; A340-311, -312, and -313; A340-541 and -642 airplanes
2020-06-18		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes
2020-07-02		Pratt & Whitney	PW1519G, PW1521G, PW1521G-3, PW1521GA, PW1524G, PW1524G-3, PW1525G, and PW1525G-3 turbofan engines
2020-07-10 2020-08-01		Airbus SAS General Electric Company	A320-271N; A321-271N, -271NX, and -272N airplanes CF34-1A, CF34-3A, CF34-3A1, CF34-3A2, CF34-3B, and CF34-3B1 turbofan engines
Biweekly 2020-09			
2020-07-11		ATR–GIE Avions de Transport Regional	ATR42-200, -300, -320, and -500; ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-12		ATR–GIE Avions de Transport Regional	ATR42-500
2020-07-13 2020-07-14		Bombardier, Inc The Boeing Company	BD-100-1A10 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
2020-07-16	R 2016-16-09 R 2019-03-20 A 2014-16-23	Dassault Aviation	FALCON 7X
2020-07-17 2020-07-18	R 2017-05-12	Saab AB, Support and Services Airbus SAS	SAAB 2000 A318-112; A319-111, -112, -115, -132, and -133; A320-214, -216, -232, and -233; A321-211, -212, -213, -231, and -232
2020-07-19		ATR–GIE Avions de Transport Regional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2020-07-20	R 2004-06-01 R 2009-06-09 A 2008-17-01 R1 A 2012-01-08	Support Services GmbH	328-100
2020-07-21		Yabora Industria Aeronautica S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-07-51		International Aero Engines AG	V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, and V2533-A5
2020-08-02		Thales AVS France SAS	Global Positioning System/Satellite Based Augmentation System receivers
2020-08-03	R 2008-22-24	Rolls-Royce Deutschland Ltd & Co KG	RB211-535E4-37, RB211-535E4-B-37, RB211-535E4-C-37, and RB-211-535E4-B-75
2020-08-04		International Aero Engines LLC	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM
2020-09-03		International Aero Engines AG	V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2531-E5, and V2533-A5

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

Biweekly 2020-10

2020-08-11		Yabora Industria Aeronautica S.A.	ERJ 190-300 and ERJ 190-400
2020-08-12		The Boeing Company	747-8 and 747-8F series
2020-08-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440); CL-600-2C10 (Regional Jet Series 700, 701 & 702); CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)

Biweekly 2020-11

2020-06-19		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2020-09-10	R 2018-25-04	Airbus Canada Limited Partnership	BD-500-1A10; BD-500-1A11
2020-09-11	R 2017-06-06 R 2019-12-10 A 2012-12-07	Fokker Services B.V.	F28 Mark 0070 and 0100
2020-09-12		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402 series
2020-09-13	A 2009-01-06 R1 A 2012-01-08	328 Support Services GmbH	328-300
2020-09-14	R 2020-03-12	Airbus SAS	A350-941 and -1041
2020-09-16	R 2000-17-09 R 2008-04-19 R1 R 2015-26-09 A 2018-18-05	ATR-GIE Avions de Transport Regional	ATR42-200, -300, and -320
2020-10-04		General Electric Company	GE90-110B1 and GE90-115B
2020-10-05		Rockwell Collins, Inc.	Flight Management Systems
2020-10-10	R 2016-07-28	The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87)
2020-11-04		Learjet Inc.	60

Biweekly 2020-12

2020-11-11		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2020-12-03		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-97

Biweekly 2020-13

2020-11-10		Bombardier, Inc.	BD-100-1A10
2020-11-13	R 2010-23-04	De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2020-11-14		Bombardier, Inc.	BD-100-1A10
2020-12-01		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-75, XWB-79, XWB-79B, and XWB-84
2020-12-06		Gulfstream Aerospace Corporation	G-IV
2020-13-04	R 2017-09-06	General Electric Company	GENx-1B and GENx-2B

Biweekly 2020-14

2020-11-01		Gulfstream Aerospace Corporation	GVI
2020-11-12		The Boeing Company	737-8 and 737-9
2020-13-06		Pratt & Whitney Canada Corp.	PW150A
2020-13-07		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-D2, Trent 1000-J2, and Trent 1000-K2
2020-14-02		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

Biweekly 2020-15

2020-12-11		Airbus SAS	A319-111, -112, -113, -114, -115, -151N, -153N; A320-251N, -252N, -253N, -271N, -272N, -273N; A321-251N, -
------------	--	------------	--

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-12-12		Yabora Industria Aeronautica S.A.	251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 SU, -200 STD, and -200 LL; ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2020-12-15	R 2005-23-09	Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2020-13-08		General Electric Company	CF6-80E1A1, -80E1A2, -80E1A3, -80E1A4, and -80E1A4/B
2020-14-04		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H
2020-14-09		The Boeing Company	737-8 and 737-9
Biweekly 2020-16			
2020-14-03		The Boeing Company	737-300, -400, and -500 series
2020-14-05		Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133
2020-14-08		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-15-02	R 2016-07-13 R 2018-03-22	Gulfstream Aerospace LP	G280
2020-15-03		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
2020-15-04		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200
2020-15-07		Rolls-Royce Deutschland Ltd & Co KG	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36
2020-15-08		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-A2, Trent 1000-AE, Trent 1000-AE2, Trent 1000-C, Trent 1000-C2, Trent 1000-CE, Trent 1000-CE2, Trent 1000-D, Trent 1000-D2, Trent 1000-E, Trent 1000-E2, Trent 1000-G, Trent 1000-G2, Trent 1000-H, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-09	R 2018-08-02	Airbus SAS	A330-941
2020-15-10		Airbus SAS	A350-941
2020-15-12		Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2020-15-14	R 2015-13-06	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
2020-16-13		Rolls-Royce Corporation	AE 3007A, AE 3007A1, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3
2020-16-51	E	The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and 900ER series

Biweekly 2020-17

2020-12-13	A 2016-17-15	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2020-12-14		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11
2020-12-16		Airbus SAS	A320-214, -216, -231, -232, -233, -251N, -271N
2020-16-01		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, -272NX
2020-16-51		The Boeing Company	737-300, -400, -500, -600, -700, -700C, -800, -900, and -900ER series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2020-18			
2020-15-20	R 2019-03-11	Airbus SAS	A350-941 and -1041
2020-15-21		Airbus SAS	A330-201, -202, -203, -223, and -243; A330-223F and -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2020-16-17		Rolls-Royce Deutschland Ltd & Co KG	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84
2020-16-18		Airbus SAS	A310-203, -204, -221, -222, -304, -322, -324, and -325
2020-17-01		Airbus SAS	A319-115 and -153N; A320-214, -216, -232, -251N, -252N, -271N, and -273N; A321-211, -231, -251N, -253N, -271N, -272N, -251NX, -252NX, -253NX, and -271NX
2020-17-02		The Boeing Company	747-8 and -8F series; 787-8, -9, and -10
2020-17-03		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2020-17-04	R 2019-03-06	The Boeing Company	737-300, -400, and -500 series
2020-17-12		Dassault Aviation	MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX
2020-18-51	E	Sandia Attitude Indicator	Attitude Indicator
Biweekly 2020-19			
2020-17-13		The Boeing Company	787-8 and 787-9
2020-17-14		Dassault Aviation	Falcon 10
2020-17-16		Airbus SAS	A330-202, -203, -223, -243; A330-301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213; and A340-311, -312, -313
2020-18-03		Airbus SAS	A350-941 and -1041
2020-18-04		Airbus SAS	A350-941 and -1041
2020-18-06		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -216, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, -232
2020-18-07	R 2016-18-09	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; and A320-211, -212, -214, -216, -231, -232, -233
2020-18-51		Sandia Attitude Indicator	Attitude Indicator
Biweekly 2020-20			
2020-18-09		Honeywell International Inc.	ALF502L, ALF502L-2, ALF502L-2A, ALF502L-2C, ALF502L-3, ALF502R-3, ALF502R-3A, ALF502R-4, ALF502R-5, ALF502R-6, LF507-1F, and LF507-1H
2020-18-10		Airbus SAS	A319-151N, -153N; A320-251N, -252N, -253N; and A321-251N, -252N, -253N, -251NX, -252NX, -253NX
2020-18-12		The Boeing Company	777-200, 777-200LR, and 777-300 series
2020-18-13		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2020-18-14		General Electric Company	GE90-110B1 and GE90-115B
2020-18-15		Airbus SAS	A350-941 and -1041
2020-19-03		Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133; A320-211, -212, -214, -216, -231, -232, -233; and A321-111, -112, -131, -211, -212, -213, -231, -232
Biweekly 2020-21			
2020-17-15		MHI RJ Aviation ULC	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2C11 (Regional Jet Series 550), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2020-18-02		The Boeing Company	747-400, -400D, and -400F series
2020-18-16		The Boeing Company	767-200, -300, -300F, and -400ER series
2020-19-13		Bombardier, Inc.	CL-600-1A11 (600), CL-600-2A12 (601), CL-600-2B16 (601-3A, 601-3R, and 604 Variants)

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-20-01 2020-20-04 2020-20-07		Dassault Aviation Rolls-Royce Corporation Rolls-Royce Deutschland Ltd & Co KG	FALCON 7X, FALCON 900EX, and FALCON 2000EX AE 2100D3 Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3, and Trent 1000-R3, RRD Trent 7000-72 and Trent 7000-72C 787-8 and 787-9
2020-20-09	R 2015-14-07 R 2016-07-10 R 2016-24-09	The Boeing Company	
2020-20-10 2020-20-11	R 2018-06-07	The Boeing Company General Electric Company	757-200, -200CB, and -300 series GEnx-1B64/P2, -1B67/P2, -1B70/P2, -1B70C/P2, -1B70/75/P2, -1B74/75/P2, -1B76/P2, -1B76A/P2, and GEnx-2B67/P
2020-20-12		General Electric Company	GEnx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67P2, -1B70, -1B70/75/P1, -1B70/75/P2, -1B70/P1, -1B70/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76/P2, and -1B76A/P2
2020-20-13	R 2018-15-04	General Electric Company	CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3, CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F, CF6-80C2L1F, and CF6-80C2K1F
2020-20-15		Airbus SAS	A330-202, -203, -223, -243; A330-223F -243F; A330-302, -303, -323, -343; A330-941; A340-313; A340-541; and A340-642
2020-20-16 2020-20-17	R 2018-17-05	Airbus SAS General Electric Company	A350-941 and -1041 GE90-110B1 and GE90-115B
Biweekly 2020-22			
2020-20-05	R 2018-25-02 R 2019-23-01	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2020-21-02		Transport Category Airplanes	Kidde Aerospace & Defense cargo fire extinguisher halon bottles
2020-21-03	R 2015-14-01	De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2020-21-04 2020-21-05	R 2017-25-16	Airbus SAS Airbus SAS	A300 F4-605R and F4-622R A330-223F, -243F; A330-201, -202, -203, -223, -243; A330-941; A330-301, -302, -303, -321, -322, -323, -341, -342, -343; A340-211, -212, -213; A340-311, -312, -313; A340-541; and A340-642
2020-21-06 2020-21-07 2020-21-08 2020-21-09		Airbus SAS Airbus SAS Airbus SAS Airbus SAS	A350-941 and -1041 A350-941 and -1041 A350-941 A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -273N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-10	R 2017-19-24 R 2018-16-04	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-11	R 2015-22-08 R 2018-17-19 R 2019-19-15	Airbus SAS	A318-111, -112, -121, -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-21-13 2020-21-14		General Electric Company ATR–GIE Avions de Transport Régional	272N, -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX GE90-110B1 and GE90-115B
2020-22-03		Airbus SAS	ATR72-101, -102, -201, -202, -211, -212, and -212A A330-201, -202, -203, -223, -243; A330-223F, -243F; A330-301, -302, -303, -321, -322, -323, -341, -342, -343
Biweekly 2020-23			
2020-21-09		Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, -153N, and -171N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-21-18 2020-21-19	R 2019-14-09 R 2019-24-11 A 2010-26-05	Airbus SAS Dassault Aviation	A330-223F and -243F FALCON 900EX
2020-21-20	R 2019-23-03 A 2010-26-05	Dassault Aviation	FALCON 900EX
2020-22-02		General Electric Company	CF6-80C2A5F, -80C2B1F, -80C2B2F, -80C2B4F, -80C2B5F, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, -80C2D1F, -80C2K1F, -80C2L1F, -80E1A2, -80E1A3, -80E1A4, and -80E1A4/B
2020-22-06	R 99-01-19 R 2004-25-02	Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233
2020-22-11	R 2017-18-17	Airbus SAS	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
2020-22-16	R 2017-25-04 R 2019-03-17	Airbus SAS	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, -133, -151N, and -153N; A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, -253N, -271N, -272N, and -273N; A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -252N, -253N, -271N, -272N, -251NX, -252NX, -253NX, -271NX, and -272NX
2020-23-01		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200
2020-23-04		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600
Biweekly 2020-24			
2020-22-06	R 99-01-19 R 2004-25-02	Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -216, -231, -232, and -233
2020-22-09	R 2001-16-13	Airbus SAS	A330-301, -321, -322, -323, -341, -342, and -343
2020-22-11	R 2017-18-17	Airbus SAS	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
2020-22-15		The Boeing Company	DC-10-10 and DC-10-10F; DC-10-15; DC-10-30 and DC-10-30F (KC-10A and KDC-10); DC-10-40 and DC-10-40F; MD-10-10F and MD-10-30F; and MD-11 and MD-11F
2020-22-18 2020-23-01		Rolls-Royce Corporation GE Aviation Czech s.r.o	AE 2100A, AE 2100D2, AE 2100D2A, and AE 2100P M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200
2020-23-04		Gulfstream Aerospace Corporation	GVII-G500 and GVII-G600
2020-23-08		Rolls-Royce Deutschland Ltd & Co KG	Tay 611-8C
2020-23-10	R 2014-26-07 R 2019-07-01	Dassault Aviation	FAN JET FALCON; and FAN JET FALCON SERIES C, D, E, F, and G
2020-23-12		Airbus SAS	A350-1041

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
	Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects		
2020-23-13		ATR–GIE Avions de Transport Regional	ATR42-200, -300, and -320
2020-24-02	R 2018-23-51	The Boeing Company	737-8 and 737-9



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-22-06 Airbus SAS: Amendment 39-21302; Docket No. FAA-2020-0451; Product Identifier 2020-NM-036-AD.

(a) Effective Date

This AD is effective December 14, 2020.

(b) Affected ADs

This AD replaces AD 99-01-19, Amendment 39-10987 (64 FR 1114, January 8, 1999) (“AD 99-01-19”); and AD 2004-25-02, Amendment 39-13889 (70 FR 1184, January 6, 2005) (“AD 2004-25-02”).

(c) Applicability

This AD applies to Airbus SAS Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; and Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0040R1, dated June 16, 2020 (“EASA AD 2020-0040R1”).

(d) Subject

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

(e) Reason

This AD was prompted by a report that, during full scale tests to support the Model A320 structure extended service goal (ESG) exercise, several cracks were found on both sides of the overwing emergency exit door cut-outs at fuselage section 15. The FAA is issuing this AD to address fatigue cracking of the fuselage, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Initial Inspections, With No Changes

For Airbus SAS Model A320-111, -211, -212, and -231 series airplanes on which Airbus Modification 21346 has not been done: This paragraph restates the requirements of paragraph (f) of AD 2004-25-02, with no changes. At the applicable time specified in paragraph (g)(1) or (2) of this AD: Do a detailed inspection to find cracking on the outboard flanges around the fastener holes of frames 38 through 41, between stringers 12 and 21, using Airbus Service Bulletin A320-53-1032, Revision 02, dated December 5, 2001.

(1) For airplanes on which the inspection specified in Airbus Service Bulletin A320-53-1032, Revision 01, dated January 15, 1998; or Airbus Service Bulletin A320-53-1032, Revision 02, dated December 5, 2001; has been done as of February 10, 2005 (the effective date of AD 2004-25-02): Do the next inspection within 4,900 flight cycles after accomplishment of the last inspection, or within 1,100 flight cycles after February 10, 2005, whichever is later.

(2) For airplanes on which no inspection specified in Airbus Service Bulletin A320-53-1032, Revision 01, dated January 15, 1998; or Airbus Service Bulletin A320-53-1032, Revision 02, dated December 5, 2001; has been done as of February 10, 2005 (the effective date of AD 2004-25-02): Do the inspection at the earlier of the times specified in paragraphs (g)(2)(i) and (ii) of this AD.

(i) Before the accumulation of 30,000 total flight cycles.

(ii) Before the accumulation of 24,800 total flight cycles, or within 3,500 flight cycles after February 10, 2005 (the effective date of AD 2004-25-02), whichever is later.

(h) Retained Repetitive Inspections if No Cracking is Found, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2004-25-02, with no changes. If no crack is found during the inspection required by paragraph (g)(1) or (2) of this AD: Repeat the inspection thereafter at intervals not to exceed 4,900 flight cycles.

(i) Retained Corrective Actions With New Repetitive Inspections and Compliance Language

This paragraph restates the requirements of paragraph (h) of AD 2004-25-02, with new repetitive inspections and compliance language. If any crack is found during any inspection required by paragraph (g) of this AD, before further flight, repair using Airbus Service Bulletin A320-53-1032, Revision 01, dated January 15, 1998; or Airbus Service Bulletin A320-53-1032, Revision 02, dated December 5, 2001. Accomplishment of a repair using the service bulletin before the effective date of this AD ends the repetitive inspection requirements for the area repaired. As of the effective date of this AD, the repair does not constitute terminating action for the repetitive inspection. Thereafter, repeat the inspection at intervals not to exceed 4,900 flight cycles. If any crack is found during any inspection required by this AD, and the service bulletin specifies to contact Airbus for appropriate action: Before further flight, repair using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA).

(j) Retained Optional Terminating Action With Changes to the Service Information Compliance Language

This paragraph restates the optional terminating action specified in paragraphs (i) and (j) of AD 2004-25-02, with changes to the service information compliance language. Accomplishment of Airbus Modification 21346 using Airbus Service Bulletin A320-53-1031, Revision 02, dated December 5, 2001, constitutes terminating action for the repetitive inspection requirements of paragraphs (h) and (i) this AD.

(k) New Requirements

Except as specified in paragraph (l) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0040R1.

(l) Exceptions to EASA AD 2020-0040R1

(1) Where EASA AD 2020-0040R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2020-0040R1 refers to “13 March 2020 [the effective date of the original issue of this AD],” this AD requires using the effective date of this AD.

(3) Where EASA AD 2020-0040R1 requires the accomplishment of repetitive inspections and corrective actions as specified in paragraphs (1) and (2) of the EASA AD, those actions are not required by this AD as specified in the EASA AD. Those actions are required by paragraphs (g), (h), and (i) of this AD.

(4) The “Remarks” section of EASA AD 2020-0040R1 does not apply to this AD.

(m) Credit for Previous Actions

This paragraph provides credit for the optional terminating action specified in paragraph (j) of this AD, if Airbus Modification 21346 was performed before the effective date of this AD using Airbus Service Bulletin A320-53-1031, dated December 9, 1994.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation 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 Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (o)(1) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0040R1 that contains RC procedures and tests: Except as required by paragraph (n)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(o) Related Information

(1) Sanjay Ralhan, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223; email Sanjay.Ralhan@faa.gov.

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

(3) The following service information was approved for IBR on December 14, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0040R1, dated June 16, 2020.

(ii) Airbus Service Bulletin A320-53-1031, Revision 02, dated December 5, 2001.

(4) The following service information was approved for IBR on February 10, 2005 (70 FR 1184, January 6, 2005).

(i) Airbus Service Bulletin A320-53-1032, Revision 02, dated December 5, 2001.

(ii) [Reserved]

(5) The following service information was also approved for IBR on February 12, 1999 (64 FR 1114, January 8, 1999).

(i) Airbus Service Bulletin A320-53-1032, Revision 01, dated January 15, 1998.

(ii) [Reserved]

(6) For EASA AD 2020-0040R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>. For Airbus material, contact Airbus SAS, Airworthiness Office–EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet <https://www.airbus.com>.

(7) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0451.

(8) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 15, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24642 Filed 11-6-20; 8:45 am]



2020-22-09 Airbus SAS: Amendment 39-21305; Docket No. FAA-2020-0970; Project Identifier AD-2020-01359-T.

(a) Effective Date

This AD is effective November 25, 2020.

(b) Affected ADs

This AD replaces AD 2001-16-13, Amendment 39-12382 (66 FR 44295, August 23, 2001) (“AD 2001-16-13”).

(c) Applicability

This AD applies to Airbus SAS Model A330-301, -321, -322, -323, -341, -342, and -343 airplanes, certificated in any category, except airplanes on which Airbus Industrie Modification 46636 has been accomplished in production or which have been modified in service as specified in Airbus Service Bulletin A330-53-3090.

(d) Subject

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

(e) Reason

This AD was prompted by a report that during fatigue testing on the fuselage, cracks were detected in the longitudinal buttstrap at stringer 9, at frame 31, and at frame 37.1. The FAA is issuing this AD to address fatigue cracking of the fuselage longitudinal buttstrap, which could result in reduced structural integrity of the fuselage.

(f) Compliance

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

(g) Retained Inspection, with New Service Information

This paragraph restates the requirements of paragraph (a) of AD 2001-16-13, with new service information. Prior to the accumulation of 15,000 total flight cycles: Perform a roto-test inspection to detect cracks of the fastener holes at frame 31, frame 37.1, and stringer 9, in accordance with Airbus Service Bulletin A330-53-3090, Revision 02, dated January 9, 2001; or Airbus Service Bulletin A330-53-3090, Revision 03, dated December 11, 2002.

(h) Retained Reinforcement, With New Service Information

This paragraph restates the requirements of paragraph (b) of AD 2001-16-13, with new service information. If no cracks are detected during the inspection performed in accordance with paragraph (g) of this AD, prior to further flight, reinforce the fuselage structure between frames 31 and 37.1, in accordance with Airbus Service Bulletin A330-53-3090, Revision 02, dated January 9, 2001; or Airbus Service Bulletin A330-53-3090, Revision 03, dated December 11, 2002.

(i) Retained Follow-Up Inspection and Repair, With New Service Information and Revised Repair Approval Language

This paragraph restates the requirements of paragraph (c) of AD 2001-16-13, with new service information and revised repair approval language. If any crack is detected during the inspection performed in accordance with paragraph (g) of this AD, prior to further flight, perform a high frequency eddy current (HFEC) inspection to determine the crack length, in accordance with Airbus Service Bulletin A330-53-3090, Revision 02, dated January 9, 2001; or Airbus Service Bulletin A330-53-3090, Revision 03, dated December 11, 2002. Prior to further flight, repair the crack in accordance with a method approved by the Direction Générale de l'Aviation Civile (or its delegated agent) or using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k)(2) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Airbus SAS'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 paragraph (j)(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.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) French airworthiness directive 2001-075(B), dated March 17, 2001, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0970.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3229; email Vladimir.Ulyanov@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 this AD specifies otherwise.

(3) The following service information was approved for IBR on November 25, 2020.

(i) Airbus Service Bulletin A330-53-3090, Revision 03, dated December 11, 2002.

(ii) [Reserved]

(4) The following service information was approved for IBR on September 7, 2001 (66 FR 44295, August 23, 2001).

(i) Airbus Service Bulletin A330-53-3090, Revision 02, dated January 9, 2001.

(ii) [Reserved]

(5) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; internet <https://www.airbus.com>.

(6) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 26, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24855 Filed 11-9-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-22-11 Airbus SAS: Amendment 39-21307; Docket No. FAA-2020-0464; Product Identifier 2020-NM-040-AD.

(a) Effective Date

This AD is effective December 14, 2020.

(b) Affected ADs

This AD replaces AD 2017-18-17, Amendment 39-19026 (82 FR 43160, September 14, 2017) (“AD 2017-18-17”).

(c) Applicability

This AD applies to all Airbus SAS 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.

(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, and a determination that more work is required for certain airplanes that were previously modified. The FAA is issuing this AD to address 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) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0051, dated March 11, 2020 (“EASA AD 2020-0051”).

(h) Exceptions to EASA AD 2020-0051

(1) Where EASA AD 2020-0051 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0051 does not apply to this AD.

(3) For airplanes on which the modification specified in Airbus Service Bulletin A300-53-6178 has been done: Where paragraph (4) of EASA AD 2020-0051 specifies to do certain actions “no later than 6 months (estimated by projection of airplane usage) prior to exceeding 24,500 flight cycles or 42,700 flight hours, whichever occurs first, after Airbus Service Bulletin A300-53-6178 embodiment (at any revision),” this AD requires doing those actions prior to exceeding 24,100 total flight cycles or 42,000 total flight hours, whichever occurs first after doing the modification.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation 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 Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0051 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC 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.

(j) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3225; email: dan.rodina@faa.gov.

(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) European Union Aviation Safety Agency (EASA) AD 2020-0051, dated March 11, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0051, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0464.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 19, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24641 Filed 11-6-20; 8:45 am]



2020-22-15 The Boeing Company: Amendment 39-21311; Docket No. FAA-2020-0779; Product Identifier 2020-NM-092-AD.

(a) Effective Date

This AD is effective December 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company airplanes specified in paragraphs (c)(1) through (6) of this AD, certificated in any category.

- (1) Model DC-10-10 and DC-10-10F airplanes.
- (2) Model DC-10-15 airplanes.
- (3) Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes.
- (4) Model DC-10-40 and DC-10-40F airplanes.
- (5) Model MD-10-10F and MD-10-30F airplanes.
- (6) Model MD-11 and MD-11F airplanes.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracked floor beams and floor beam supports in the area of the overwing exit doors located at certain stations. The FAA is issuing this AD to address potential undetected overwing floor beam cracks that could grow in length until the floor beam severs, and, if limit load is applied with two adjacent severed floor beams, could adversely affect the structural integrity of the airplane, which could result in the loss of primary control systems and lead to reduced controllability of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020; or Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020; as

applicable, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020; or Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020; as applicable.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin DC10-53A184, dated February 6, 2020; or Boeing Alert Service Bulletin MD11-53A088, dated March 6, 2020; as applicable, which are referred to in Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020; and Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020; respectively.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020, uses the phrase “the original issue date of Requirements Bulletin DC10-53A184 RB,” this AD requires using “the effective date of this AD,” except where Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020, uses the phrase “the original issue date of Requirements Bulletin DC10-53A184 RB” in a note or flag note.

(2) Where Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020, uses the phrase “the original issue date of Requirements Bulletin MD11-53A088 RB,” this AD requires using “the effective date of this AD,” except where Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020, uses the phrase “the original issue date of Requirements Bulletin MD11-53A088 RB” in a note or flag note.

(3) Where Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020, specifies contacting Boeing for repair instructions or for alternative inspections: This AD requires doing the repair, or doing the alternative inspections and applicable on-condition actions before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(4) Where Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020, specifies contacting Boeing for repair instructions or for alternative inspections: This AD requires doing the repair, or doing the alternative inspections and applicable on-condition actions before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) 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 (j)(1) 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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, FAA, 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.

(j) Related Information

(1) For more information about this AD, contact Manuel Hernandez, Aerospace Engineer, Systems and Equipment Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5256; fax: 562-627-5210; email: Manuel.F.Hernandez@faa.gov.

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Requirements Bulletin DC10-53A184 RB, dated February 6, 2020.

(ii) Boeing Alert Requirements Bulletin MD11-53A088 RB, dated March 6, 2020.

(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, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 21, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25013 Filed 11-12-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-22-18 Rolls-Royce Corporation (Type Certificate previously held by Allison Engine Company): Amendment 39-21314; Docket No. FAA-2020-0687; Project Identifier AD-2020-00571-E.

(a) Effective Date

This AD is effective December 15, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Corporation (RRC) (Type Certificate previously held by Allison Engine Company) AE 2100A, AE 2100D2, AE 2100D2A, and AE 2100P model turboprop engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7210, Turbine Engine Reduction Gear.

(e) Unsafe Condition

This AD was prompted by a report of a propeller gearbox (PGB) development test in which high vibration occurred due to a fatigue crack that initiated in the propeller shaft. The FAA is issuing this AD to prevent loss of the propeller. The unsafe condition, if not addressed, could result in damage to the engine and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) No later than the next shop visit for the engine with the PGB, or the next shop visit for the PGB only, whichever shop visit occurs first after the effective date of this AD, assign usage hours to the installed PGB shaft and carrier assembly using RRC Alert Service Bulletin (ASB) AE 2100A-A-72-322/AE 2100P-A-72-047, Revision 1 (single document), dated May 11, 2018, or RRC ASB AE 2100D2-A-72-111/AE 2100D3-A-72-313/AE 2100J-A-72-111, Revision 1 (single document), dated May 28, 2018.

(2) After the effective date of this AD, before exceeding the life limit (usage hours) specified in Table 1 to paragraph (g)(2) (Table 1) of this AD, remove the PGB shaft and carrier assembly,

identified by part numbers (P/Ns) in Table 1, from service and replace with a part eligible for installation.

Table 1 to Paragraph (g)(2) – Life Limits

Engine model	PGB Shaft and Carrier Assembly P/Ns	Life limit (usage hours)
AE 2100A	23056553, 23061011, 23088746, 23088595, 23087076, 23087077, 23089419, 23088757, 23092770, 23092769	100,000
AE 2100P	23056553, 23061011, 23088746, 23088595, 23087076, 23087077, 23089419, 23088757, 23092770, 23092769	100,000
AE 2100D2/D2A	23061011, 23088746, 23088595, 23087076, 23087077, 23089419, 23088757, 23092770, 23092769	30,000

(h) No Reporting Requirement

The reporting requirements in RRC ASB AE 2100A-A-72-322/AE 2100P-A-72-047, Revision 1 (single document), dated May 11, 2018, and RRC ASB AE 2100D2-A-72-111/AE 2100D3-A-72-313/AE 2100J-A-72-111, Revision 1 (single document), dated May 28, 2018, are not required by this AD.

(i) Credit for Previous Actions

You may take credit for assigning the usage hours required by paragraph (g) of this AD if you performed the action before the effective date of this AD using RRC ASB AE 2100A-A-72-322/AE 2100P-A-72-047, original issue (single document), dated January 15, 2018, or RR AE 2100D2-A-72-111/AE 2100D3-A-72-313/AE 2100J-A-72-111, original issue (single document), dated January 15, 2018.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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).

(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.

(k) Related Information

For more information about this AD, contact Kyri Zaroyiannis, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018; phone: 847-294-7836; fax: 847-294-7834; email: kyri.zaroyiannis@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) Rolls-Royce Corporation (RRC) Alert Service Bulletin (ASB) AE 2100A-A-72-322/AE 2100P-A-72-047, Revision 1 (single document), dated May 11, 2018.

(ii) RRC ASB AE 2100D2-A-72-111/AE 2100D3-A-72-313/AE 2100J-A-72-111, Revision 1 (single document), dated May 28, 2018.

(3) For RRC service information identified in this AD, contact Rolls-Royce Corporation, 450 South Meridian Street, Mail Code NB-01-06, Indianapolis, IN 46225; phone: 317-230-1667; email: CMSEindyOSD@rolls-royce.com; internet: www.rolls-royce.com.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(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, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 23, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24865 Filed 11-9-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-23-01 GE Aviation Czech s.r.o (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-21317; Docket No. FAA-2020-0979; Project Identifier MCAI-2020-01313-E.

(a) Effective Date

This airworthiness directive (AD) is effective November 24, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all GE Aviation Czech s.r.o. (GEAC) M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200 model turboprop engines, with a fuel control unit (FCU) part number (P/N) and serial number (S/N) listed in Appendix 1—Affected Parts of GE Aviation Czech Alert Service Bulletin (ASB) ASB-H75-73-00-00-0038 [01], ASB-H80-73-00-00-0074 [01], ASB-H85-73-00-00-0032 [01], ASB-M601D-73-00-00-0066 [01], ASB-M601E-73-00-00-0097 [01], ASB-M601F-73-00-00-0050 [01], and ASB-M601T-73-00-00-0040 [01] (single document; formatted as service bulletin identifier [revision number]), dated September 24, 2020 (the ASB), installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by incorrect installation by the manufacturer of one or more rubber cuff sealings of the cage reinforcement inside the main metering valve of the FCU, which reduces the cuff sealing's ability to properly seal the FCU working pressure. The FAA is issuing this AD to prevent the malfunction of the FCU, which could cause engine parameter oscillation or overshoots. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

Before exceeding the applicable compliance time in Table 1 to paragraph (g) of this AD, remove the affected FCU and replace it with a part eligible for installation using the Accomplishment Instructions, paragraph 2, of the ASB.

Table 1 to Paragraph (g) – FCU Replacement

Engine Group	Compliance Time (after the effective date of this AD)
Group 1 engine	Within 10 flight hours (FHs)
Group 2 engine	Within 50 FHs or 60 days, whichever occurs first
Group 3 engine	Within 100 FHs or 180 days, whichever occurs first

(h) Installation Prohibition

After the effective date of this AD, do not install onto any engine an affected FCU with a P/N and S/N identified in Appendix 1–Affected Parts of the ASB.

(i) No Repair Requirement

The repair requirement in the Accomplishment Instructions, paragraph 2, of the ASB is not required by this AD.

(j) Definitions

(1) For the purpose of this AD, a “part eligible for installation” is a FCU with a P/N and S/N that is not identified in Appendix 1–Affected Parts of the ASB.

(2) For the purpose of this AD, a “Group 1 engine” is a GEAC model turboprop engine that has a FCU P/N and S/N listed in Appendix 1–Affected Parts, Group 1, of the ASB.

(3) For the purpose of this AD, a “Group 2 engine” is a GEAC model turboprop engine that has a FCU P/N and S/N listed in Appendix 1–Affected Parts, Group 2, of the ASB.

(4) For the purpose of this AD, a “Group 3 engine” is a GEAC model turboprop engine that has a FCU P/N and S/N listed in Appendix 1–Affected Parts, Group 3, of the ASB.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(l) Related Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; fax: (781) 238-7199; email: barbara.caufield@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) GE Aviation Czech Alert Service Bulletin (ASB) ASB-H75-73-00-00-0038 [01], ASB-H80-73-00-00-0074 [01], ASB-H85-73-00-00-0032 [01], ASB-M601D-73-00-00-0066 [01], ASB-M601E-73-00-00-0097 [01], ASB-M601F-73-00-00-0050 [01], and ASB-M601T-73-00-00-0040 [01] (single document; formatted as service bulletin identifier [revision number]), dated September 24, 2020.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech s.r.o., Beranovych 65, 199 02 Praha 9–Letnany, Czech Republic; phone: +420 222 538 111.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

(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, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 27, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24794 Filed 11-6-20; 8:45 am]



2020-23-04 Gulfstream Aerospace Corporation: Amendment 39-21320; Docket No. FAA-2020-0898; Project Identifier AD-2020-01284-T.

(a) Effective Date

This airworthiness directive (AD) is effective November 24, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model GVII-G500 airplanes, serial numbers 72001 through 72064, and Model GVII-G600 airplanes, serial numbers 73001 through 73043, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2822, Fuel Boost Pump.

(e) Unsafe Condition

This AD was prompted by a report of misassembled impellers onto the shaft of the fuel boost pump during production. The FAA is issuing this AD to prevent the ignition of flammable vapors in the fuel tank as a result of frictional heating or sparks caused by a dislodged woodruff key inside the fuel boost pump. This unsafe condition, if not addressed, could result in a potential source of ignition in the fuel tank and consequent fire or explosion.

(f) Compliance

You must comply with this AD within 14 days after the effective date of this AD, unless already done.

(g) Required Actions

(1) Revise your existing airplane maintenance manual (AMM) by replacing the procedures listed in paragraphs (g)(1)(i) through (vi) of this AD, as applicable for your model airplane.

(i) GVII-G500 Maintenance Manual 12-13-01 Defueling Procedure—
Defuel, dated August 31, 2020;

(ii) GVII-G500 Maintenance Manual 28-26-04 Fuel Boost Pump—
Prime, dated August 31, 2020;

(iii) GVII-G600 Maintenance Manual 12-13-01 Defueling Procedure–Defuel, dated August 31, 2020;

(iv) GVII-G600 Maintenance Manual 28-26-04 Fuel Boost Pump–Prime, dated August 31, 2020;

(v) GVII-G600 Maintenance Manual 28-26-04 Fuel Boost Pump–Removal/Installation, dated August 31, 2020; and

(vi) GVII-G600 Maintenance Manual 28-26-05 Fuel Boost Pump Canister–Removal/Installation, dated August 31, 2020.

(2) Revise your existing airplane flight manual (AFM) by including in the AFM the airplane flight manual supplement (AFMS) listed in paragraph (g)(2)(i), (ii) or (iii) of this AD that is applicable to your model airplane. Using a later AFM revision with information identical to that contained in the AFMS specified for your airplane is acceptable for compliance with the requirement of this paragraph.

(i) Gulfstream Aerospace GVII-G500 Airplane Flight Manual Supplement No. GVII-G500 (Issue 1)-2020-05, dated September 8, 2020;

(ii) Gulfstream Aerospace GVII-G500 Airplane Flight Manual Supplement No. GVII-G500-2020-06, dated September 8, 2020; or

(iii) Gulfstream Aerospace GVII-G600 Airplane Flight Manual Supplement No. GVII-G600-2020-06, dated September 8, 2020.

(3) The action required by paragraph (g)(2) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4), and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (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 Jared Meyer, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5534; fax: (404) 474-5605; email: jared.meyer@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Gulfstream Aerospace GVII-G500 Airplane Flight Manual Supplement No. GVII-G500 (Issue 1)-2020-05, dated September 8, 2020.

(ii) Gulfstream Aerospace GVII-G500 Airplane Flight Manual Supplement No. GVII-G500-2020-06, dated September 8, 2020.

(iii) Gulfstream Aerospace GVII-G600 Airplane Flight Manual Supplement No. GVII-G600-2020-06, dated September 8, 2020.

(iv) GVII-G500 Maintenance Manual 12-13-01 Defueling Procedure–Defuel, dated August 31, 2020.

Note 1 to paragraph (j)(2)(iv): Although the documents in paragraphs (j)(2)(iv) through (ix) have the watermarked words “advance copy” on each page of the document, these are not advance draft copies but final versions of temporary revisions to the AMM, pending incorporation into the AMM at the next revision.

(v) GVII-G500 Maintenance Manual 28-26-04 Fuel Boost Pump–Prime, dated August 31, 2020.

(vi) GVII-G600 Maintenance Manual 12-13-01 Defueling Procedure–Defuel, dated August 31, 2020.

(vii) GVII-G600 Maintenance Manual 28-26-04 Fuel Boost Pump–Prime, dated August 31, 2020.

(viii) GVII-G600 Maintenance Manual 28-26-04 Fuel Boost Pump–Removal/Installation dated August 31, 2020.

(ix) GVII-G600 Maintenance Manual 28-26-05 Fuel Boost Pump Canister–Removal/Installation, dated August 31, 2020.

(3) For Gulfstream Aerospace Corporation service information identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402; phone: (800) 810-4853; email: pubs@gulfstream.com; website: <https://www.gulfstream.com/en/customer-support/>.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 27, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-24808 Filed 11-6-20; 8:45 am]



AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-23-08 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc): Amendment 39-21324; Docket No. FAA-2019-0213; Project Identifier 2019-NE-03-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 18, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) Tay 611-8C model turbofan engines, with low-pressure compressor (LPC) rotor blades, part number (P/N) JR58319, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of LPC rotor blade retention lug failures. The FAA is issuing this AD to prevent failure of the LPC rotor blade. The unsafe condition, if not addressed, could result in loss of engine power in flight and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, determine the number of dry film lubrication (DFL) re-applications that were applied to each LPC rotor blade by reviewing the maintenance records. If a complete record of the total number of DFL re-applications is unavailable, count one DFL re-application for every 1,300 flight cycles of blade use.

(i) If the number of DFL re-applications is less than 13, mark the LPC rotor blade with a suffix code during the next scheduled LPC fan blade removal using the instructions in the Accomplishment Instructions, paragraph 3.B.(1)(c)[2] or 3.F.(1)(c)[2], as applicable, of RRD Non-Modification Service Bulletin TAY-72-1835, Initial Issue, dated December 15, 2017.

(ii) If the number of DFL re-applications is 13 or more, replace the LPC rotor blade with a part eligible for installation before further flight.

(2) [Reserved]

(h) Installation Prohibition

After the effective date of this AD, do not install a LPC rotor blade on any engine unless it has been determined that the LPC rotor blade has less than 13 DFL re-applications and has been marked in accordance with paragraph (g)(1)(i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 ECO Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. You may email your request to: ANE-AD-AMOC@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.

(j) Related Information

(1) For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; fax: (781) 238-7199; email: barbara.caufield@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0055, dated March 12, 2018, for more information. You may examine the EASA AD in the AD docket at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2019-0213.

(k) Material Incorporated by Reference

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

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

(i) Rolls-Royce Deutschland Ltd & Co KG (RRD) Non-Modification Service Bulletin TAY-72-1835, Initial Issue, dated December 15, 2017.

(ii) [Reserved]

(3) For RRD service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, Blankenfelde-Mahlow, Germany; phone: +49 0 33-7086-4040; fax: +49 0 33-7086-51-4040; email: rrd.techhelp@rolls.royce.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

(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, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 3, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25106 Filed 11-12-20; 8:45 am]



2020-23-10 Dassault Aviation: Amendment 39-21326; Docket No. FAA-2020-0582; Product Identifier 2020-NM-059-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 23, 2020.

(b) Affected ADs

This AD replaces AD 2014-26-07, Amendment 39-18058 (80 FR 2815, January 21, 2015) (“AD 2014-26-07”); and AD 2019-07-01, Amendment 39-19612 (84 FR 16390, April 19, 2019) (“AD 2019-07-01”).

(c) Applicability

This AD applies to the Dassault Aviation airplanes specified in paragraphs (c)(1) and (2) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0141, dated June 17, 2019 (“EASA AD 2019-0141”).

- (1) Model FAN JET FALCON airplanes.
- (2) Model FAN JET FALCON SERIES C, D, E, F, and G airplanes.

(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 airworthiness limitations are necessary. The FAA is issuing this AD to address, among other things, fatigue cracking and damage in principal structural elements; such fatigue cracking and damage could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Maintenance or Inspection Program Revision, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2019-07-01, with no changes. Within 12 months after May 24, 2019 (the effective date of AD 2019-07-01), revise the existing maintenance or inspection program, as applicable, to incorporate the airworthiness limitations and maintenance requirements specified in Chapter 5-40, Airworthiness Limitations, DGT 131028, Revision 17, dated September 2017, of the Dassault Aviation Falcon 20 Maintenance Manual. The initial compliance time for accomplishing the actions is at the applicable time specified in Chapter 5-

40, Airworthiness Limitations, DGT 131028, Revision 17, dated September 2017, of the Dassault Aviation Falcon 20 Maintenance Manual or within 12 months after May 24, 2019, whichever occurs later. Where the threshold column in the table in paragraph B, Mandatory Maintenance Operations, of Chapter 5-40, Airworthiness Limitations, DGT 131028, Revision 17, dated September 2017, of the Dassault Aviation Falcon 20 Maintenance Manual specifies a compliance time in years, those compliance times are since the date of issuance of the original French or EASA airworthiness certificate or date of issuance of the original French or EASA export certificate of airworthiness. Accomplishing the maintenance or inspection program revision required by paragraph (i) of this AD terminates the requirements of this paragraph.

(h) Retained Restrictions on Alternative Actions and Intervals With a New Exception

This paragraph restates the requirements of paragraph (h) of AD 2019-07-01, with a new exception. Except as required by paragraph (i) of this AD, 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 (l)(1) of this AD.

(i) New Maintenance or Inspection Program Revision

Except as specified in paragraph (j) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0141. Accomplishing the maintenance or inspection program revision required by this paragraph terminates the requirements of paragraph (g) of this AD.

(j) Exceptions to EASA AD 2019-0141

(1) The requirements specified in paragraphs (1), (2), (4), and (5) of EASA AD 2019-0141 do not apply to this AD.

(2) Paragraph (3) of EASA AD 2019-0141 specifies revising “the approved AMP” within 12 months after its effective date, but this AD requires revising the existing maintenance or inspection program, as applicable, to incorporate the “limitations, tasks and associated thresholds and intervals” specified in paragraph (3) of EASA AD 2019-0141 within 90 days after the effective date of this AD.

(3) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2019-0141 is at the applicable “associated thresholds” specified in paragraph (3) of EASA AD 2019-0141, or within 90 days after the effective date of this AD, whichever occurs later.

(4) The “Remarks” section of EASA AD 2019-0141 does not apply to this AD.

(k) New Provisions for Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (i) of this AD, no alternative actions (e.g., inspections) or intervals are allowed except as specified in the provisions of the “Ref. Publications” section of EASA AD 2019-0141.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation 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 Large Aircraft Section, International Validation Branch, send it to the

attention of the person identified in paragraph (m) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(ii) AMOCs approved previously for AD 2019-07-01 are approved as AMOCs for the corresponding provisions of EASA AD 2019-0141 that are required by paragraph (g) of this AD.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3226; email tom.rodriguez@faa.gov.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on December 23, 2020.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0141, dated June 17, 2019.

(ii) [Reserved]

(4) The following service information was approved for IBR on May 24, 2019 (84 FR 16390, April 19, 2019).

(i) Chapter 5-40, Airworthiness Limitations, DGT 131028, Revision 17, dated September 2017, of the Dassault Aviation Falcon 20 Maintenance Manual.

(ii) [Reserved]

(5) For EASA AD 2019-0141, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(6) For Dassault Aviation material, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; internet <https://www.dassaultfalcon.com>.

(7) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0582.

(8) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 4, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25387 Filed 11-17-20; 8:45 am]



2020-23-12 Airbus SAS: Amendment 39-21328; Docket No. FAA-2020-1019; Product Identifier 2020-NM-104-AD.

(a) Effective Date

This AD becomes effective December 3, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A350-1041 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by report that, during testing, wear was found on the drive strut anti-rotation knuckles and lever bearing assembly (LBA) bushes on a certain flap station. The FAA is issuing this AD to address wear and corrosion damage in the primary structure, which could result in detachment of the outer flap during flight and possible damage to or reduced control of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0126, dated June 3, 2020 (“EASA AD 2020-0126”).

(h) Exceptions to EASA AD 2020-0126

(1) Where EASA AD 2020-0126 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0126 does not apply to this AD.

(3) Paragraph (4) of EASA AD 2020-0126 specifies to report inspection results to Airbus within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 90 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 90 days after the effective date of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2020-0126 that contains RC procedures and tests: Except as required by paragraphs (h)(3) and (i)(2) of this AD, RC 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.

(4) Paperwork Reduction Act Burden Statement: 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 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory as required by this AD. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218; email kathleen.arrigotti@faa.gov.

(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) European Union Aviation Safety Agency (EASA) AD 2020-0126, dated June 3, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0126, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1019.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 4, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25386 Filed 11-17-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-23-13 ATR–GIE Avions de Transport Regional: Amendment 39-21330; Docket No. FAA-2020-1024; Project Identifier MCAI-2020-01401-T.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 3, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all ATR–GIE Avions de Transport Regional Airplanes Model ATR42-200, -300, and -320 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 31, Instruments.

(e) Reason

This AD was prompted by false activation of the stall warning system due to wiring damage on the wire bundle between an angle of attack (AOA) probe and the crew alerting computer. The FAA is issuing this AD to address this condition, which could result in loss of control of the airplane during take-off and landing phases.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0221, dated October 13, 2020 (EASA AD 2020-0221).

(h) Exceptions to EASA AD 2020-0021

(1) Where EASA AD 2020-0221 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0221 does not apply to this AD.

(3) Paragraph (3) of EASA AD 2020-0221 specifies to report inspection results to ATR within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

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

(ii) 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.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Large Aircraft Section, International Validation 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 responsible Flight Standards Office, as appropriate. If sending information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, Large Aircraft Section, International Validation Branch, FAA; or EASA; or ATA's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Paperwork Reduction Act Burden Statement: 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 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory as required by this AD. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(j) Related Information

For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3220; email: shahram.daneshmandi@faa.gov.

(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) European Union Aviation Safety Agency (EASA) AD 2020-0221, dated October 13, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0221, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1024.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 6, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25379 Filed 11-17-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-24-02 The Boeing Company: Amendment 39-21332; Docket No. FAA-2020-0686; Product Identifier 2019-NM-035-AD.

(a) Effective Date

This AD is effective November 20, 2020.

(b) Affected ADs

This AD replaces AD 2018-23-51, Amendment 39-19512 (83 FR 62697, December 6, 2018; corrected December 11, 2018 (83 FR 63561)) (“AD 2018-23-51”).

(c) Applicability

This AD applies to The Boeing Company Model 737-8 and 737-9 airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 737-31-1860, Revision 1, dated July 2, 2020.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto flight; 27, Flight controls; and 31, Indicating/recording systems.

(e) Unsafe Condition

This AD was prompted by the potential for a single erroneously high angle of attack (AOA) sensor input received by the flight control system to result in repeated airplane nose-down trim of the horizontal stabilizer, which, in combination with multiple flight deck effects, could affect the flightcrew's ability to accomplish continued safe flight and landing.

(f) Compliance

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

(g) Installation/Verification of Flight Control Computer (FCC) Operational Program Software (OPS)

Before further flight, install FCC OPS software version P12.1.2, part number (P/N) 2274-COL-AC2-26, or later-approved software versions, on FCC A and FCC B, and do a software installation verification. During the installation verification, if the approved software part number is not shown as being installed on FCC A and FCC B, before further flight, do corrective actions until the approved software part number is installed on FCC A and FCC B. Later-approved software versions are only those Boeing software versions that are approved as a replacement for the applicable software, and are approved as part of the type design by the FAA after the effective date of this AD.

Accomplishment of all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-22A1342 RB, dated November 17, 2020, is acceptable for compliance with the requirements of this paragraph.

Note 1 to paragraph (g): Guidance for doing the installation and installation verification of the FCC OPS software can be found in Boeing 737-7/8/8200/9/10 Aircraft Maintenance Manual (AMM), Section 22-11-33.

Note 2 to paragraph (g): Guidance for accomplishing the actions required by paragraph (g) can also be found in Boeing Alert Service Bulletin 737-22A1342, dated November 17, 2020, which is referred to in Boeing Alert Requirements Bulletin 737-22A1342 RB, dated November 17, 2020.

(h) Airplane Flight Manual (AFM) Revisions

Before further flight, revise the existing AFM to include the changes specified in paragraphs (h)(1) through (10) of this AD. Revising the existing AFM to include the changes specified in paragraphs (h)(2) through (10) of this AD may be done by inserting a copy of figure 1 to paragraph (h)(2) through figure 9 to paragraph (h)(10) into the existing AFM.

(1) In the Certificate Limitations and Operating Procedures chapters, remove the information identified as “Required by AD 2018-23-51.”

(2) In the Operating Procedures chapter, revise the General paragraph to include the information in figure 1 to paragraph (h)(2) of this AD.

Figure 1 to paragraph (h)(2) – AFM revision: General paragraph

Definitions

(Required by AD 2020-24-02)

Recall items are minimum immediate actions items.

Reference items are accomplished after Recall items have been accomplished.

(3) In the Operating Procedures chapter, replace the existing Airspeed Unreliable paragraph with the information in figure 2 to paragraph (h)(3) of this AD.

Figure 2 to paragraph (h)(3) – AFM revision: Airspeed Unreliable

Airspeed Unreliable (E) (Required by AD 2020-24-02)

Airspeed or Mach indications are suspected to be unreliable:

Recall:

If autopilot is engaged, disengage. If autothrottle is engaged, disengage. Set both F/D switches to off. Set the following gear up pitch attitude and thrust:

Flaps extended: 10° and 80% N1

Flaps up: 4° and 75% N1

Reference:

PROBE HEAT switches check on.

The following indications are reliable: attitude, N1, ground speed, and radio altitude.

Notes: 1. Stick shaker, overspeed warning and airspeed low alerts may sound erroneously or simultaneously.

2. The flight path vector and pitch limit indicator may be unreliable on the PFD and HUD (as installed).

3. If the AOA indicator option is installed, the stick shaker indicator may be unreliable. AOA digital readout, analog needle, and approach reference band may be unreliable if the airspeed unreliable condition is caused by erroneous AOA.

Attempt to determine a reliable airspeed indication.

If a reliable airspeed indication can be determined:

Use the reliable airspeed indication for the remainder of the flight. If only the standby airspeed indication is reliable do not use autopilot, autothrottle, or flight directors. If the captain's or first officer's airspeed indication is reliable, turn on the flight director switch on the reliable side. If needed, engage autopilot on the reliable side. Do not use autothrottle.

Note: Autopilot may not engage or may disengage automatically.

If a reliable airspeed indication cannot initially be determined:

Using performance tables from an approved source, set the pitch attitude and thrust setting for the current airplane configuration and phase of flight. When in trim and stabilized, compare the captain, first officer, and standby airspeed indicators with the airspeed shown in the table. An airspeed indication that differs by more than 20 knots or 0.03 Mach from the

airspeed shown in the table should be considered unreliable. If only the standby airspeed indication is reliable, do not use autopilot, autothrottle, or flight directors. If the captain's or first officer's airspeed indication is reliable, turn on the flight director switch on the reliable side, and autopilot if needed. Do not use autothrottle.

Note: Autopilot may not engage or may disengage automatically.

If a reliable airspeed indication cannot be determined:

Using the performance tables from an approved source, set pitch attitude and thrust setting for the airplane configuration and phase of flight as needed. Reference an approved source for landing distances.

Notes: 1. Maintain visual conditions if possible.

2. Establish landing configuration early.

3. Radio altitude reference is available below 2500 feet.

4. Use electronic and visual glideslope indicators, where available, for approach and landing.

Attempt to determine a reliable altitude indication.

Use the most reliable altitude indication for the remainder of the flight. If the captain's or first officer's altitude indication is reliable:

The airplane may not meet RVSM requirements. Set transponder to reliable side and select traffic alerts only mode.

If captain's and first officer's altitude indications are both unreliable:

Turn off transponder altitude reporting.

Note: Airplane does not meet RVSM requirements.

In addition to the normal descent, approach and landing checklists, complete the following deferred items:

For approach, only set the BARO minimums on the reliable PFD.

Remove the BARO minimums from the unreliable PFD.

Note: If BARO minimums are set only on the First Officer's PFD, DA/MDA aural callouts are not provided. Use the performance tables from an approved source to determine the go-around pitch attitude and thrust setting.

In the event of a go-around if either the Captain's or First Officer's airspeed indication is reliable, when TO/GA is pushed, the flight director pitch bar may automatically be removed. An AFDS pitch mode change, such as LVL CHG, restores the flight director pitch bar.

Note: only use flight director guidance on the reliable PFD.

In the event of a go-around and the standby airspeed indication is the only reliable airspeed, do not use TO/GA.

(4) In the Operating Procedures chapter, replace the existing Runaway Stabilizer paragraph with the information in figure 3 to paragraph (h)(4) of this AD.

Figure 3 to paragraph (h)(4) – AFM revision: Runaway Stabilizer

Runaway Stabilizer (E)

(Required by AD 2020-24-02)

If uncommanded stabilizer movement occurs continuously or in a manner not appropriate for flight conditions:

Recall:

Firmly hold control column. Disengage autopilot if engaged. Disengage autothrottle if engaged. Use the control column and thrust levers to control airplane pitch attitude and airspeed. Use main electric stabilizer trim to reduce control column forces.

If the runaway stops after autopilot is disengaged, do not re-engage autopilot or autothrottle; end of procedure.

If the runaway continues after autopilot is disengaged, place both STAB TRIM cutout switches to CUTOFF.

If the runaway continues, grasp and hold stabilizer trim wheel.

Reference:

Trim the stabilizer manually.

Notes:

1. A two-pilot effort may be used to correct an out of trim condition.
2. Reducing airspeed reduces airloads on the stabilizer which can reduce the effort needed to manually trim. Anticipate trim requirements. Do not re-engage autopilot or autothrottle.

In addition to the normal descent, approach and landing checklists, complete the following deferred item:

Establish landing configuration and in-trim condition early on final approach.

(5) In the Operating Procedures chapter, replace the existing Stabilizer Trim Inoperative paragraph with the information in figure 4 to paragraph (h)(5) of this AD.

Figure 4 to paragraph (h)(5) – AFM revision: Stabilizer Trim Inoperative

Stabilizer Trim Inoperative

(Required by AD 2020-24-02)

Loss of electric trim through the main electric stabilizer trim switches, or when directed by the Stabilizer Out of Trim procedure.

Place both STAB TRIM cutout switches to CUTOUT. The autopilot is not available. Trim stabilizer manually. A two-pilot effort may be used and will not cause system damage.

Notes: 1. Reducing airspeed reduces airloads on the stabilizer which can reduce the effort needed to manually trim.

2. If the failure could be due to ice accumulation, descend to a warmer temperature and attempt again to trim manually.

If the stabilizer can be trimmed manually, anticipate trim requirements. If the stabilizer cannot be trimmed manually, expect higher than normal elevator forces during approach and landing. The thrust reduction at flare will cause a nose down pitch.

Plan a flaps 15 landing. Set Vref 15+10 knots.

Note: The maximum wind additive should not exceed 5 knots. Check the non-normal landing distance tables in an approved source.

In addition to the normal descent, approach and landing checklists, complete the following deferred items:

Review the normal go-around procedure. During a go-around, advance thrust to go-around smoothly and slowly to avoid excessive pitch-up.

Establish landing configuration early on final approach.

(6) In the Operating Procedures chapter, add the information in figure 5 to paragraph (h)(6) of this AD.

Figure 5 to paragraph (h)(6) – AFM revision: Speed Trim Fail

Speed Trim Fail

(Required by AD 2020-24-02)

The Speed Trim function and MCAS function are inoperative.

Continue normal operation.

Note: The Speed Trim System will not provide stabilizer trim inputs when deviating from a trimmed airspeed.

(7) In the Operating Procedures chapter, add the information in figure 6 to paragraph (h)(7) of this AD.

Figure 6 to paragraph (h)(7) – AFM revision: Stabilizer Out of Trim

Stabilizer Out of Trim

(Required by AD 2020-24-02)

The STAB OUT OF TRIM light illuminates for the following conditions:

On the ground: A partial failure of a Flight Control Computer.

In-flight: the autopilot does not set the stabilizer trim correctly.

If on ground, do not takeoff. End of procedure.

In flight, during large changes in trim requirements, the STAB OUT OF TRIM light may illuminate momentarily. If the stabilizer is trimming, continue normal operation; end of procedure.

In flight, if the stabilizer is not trimming, hold control column firmly. Disengage autopilot. Disengage autothrottle if engaged. Use main electric stabilizer trim as needed.

If the stabilizer responds to electric trim inputs, do not re-engage the autopilot or autothrottle; end of procedure.

If the stabilizer does not respond to electric trim inputs, accomplish the Stabilizer Trim Inoperative procedure.

(8) In the Operating Procedures chapter, add the information in figure 7 to paragraph (h)(8) of this AD.

Figure 7 to paragraph (h)(8) – AFM revision: AOA Disagree

AOA Disagree

(Required by AD 2020-24-02)

When AOA DISAGREE appears on the PFD, this indicates the left and right angle of attack vanes disagree. Accomplish the Airspeed Unreliable procedure.

(9) In the Operating Procedures chapter, add the information in figure 8 to paragraph (h)(9) of this AD.

Figure 8 to paragraph (h)(9) – AFM revision: ALT Disagree

ALT Disagree (Required by AD 2020-24-02)

The ALT DISAGREE alert is displayed on the captain's and first officer's altitude tape on the PFD when the indications disagree.

If the IAS DISAGREE alert is also shown on the speed tape of the PFD, accomplish the Airspeed Unreliable procedure.

If the IAS DISAGREE is not shown, check all altimeters are set to correct barometric setting.

If the ALT DISAGREE alert remains, do not use the flight path vector, and if a reliable altitude is determined, use the transponder for the reliable side.

If a reliable altitude is not determined, set the transponder to not transmit altitude.

In addition to the normal descent, approach and landing checklists, complete the following deferred items:

For approach, only set the BARO minimums on the reliable PFD. Remove the BARO minimums from the unreliable PFD.

Note: If BARO minimums are set only on the First Officer's PFD, DA/MDA aural callouts are not provided.

Establish landing configuration early.

Radio altitude reference is available below 2,500 ft.

Use electronic and visual glideslope indicators where available for approach and landing.

(10) In the Operating Procedures chapter, add the information in figure 9 to paragraph (h)(10) of this AD.

Figure 9 to paragraph (h)(10) – AFM revision: IAS Disagree

IAS Disagree

(Required by AD 2020-24-02)

When IAS DISAGREE appears on the PFD, this indicates the captain's and first officer's airspeed indicators disagree. Accomplish the Airspeed Unreliable procedure.

(i) Minimum Equipment List (MEL) Provisions for Inoperative Flight Control System Functions

In the event that the airplane functions associated with the flight control system as modified by this AD are inoperative, an airplane may be operated (dispatched) only if the provisions specified in figure 10 to paragraph (i) of this AD are incorporated into the operator's existing FAA-approved MEL.

Figure 10 to paragraph (i): MEL provisions

- (1) Dispatch is not permitted with both autopilot systems inoperative.
- (2) The autopilot disengage aural warning system must be operative for dispatch.
- (3) The STAB OUT OF TRIM light must be operative for dispatch.
- (4) The speed trim function must be operative for dispatch.
- (5) The SPEED TRIM FAIL light must be operative for dispatch.
- (6) Dispatch is not permitted with both A/P ENGAGE Command (CMD) Switches (A and B) inoperative.
- (7) Dispatch is not permitted with both A/P ENGAGE Command (CMD) switch lights inoperative.
- (8) Dispatch is not permitted with both autopilot (A/P) disengage lights inoperative. Dispatch may be made with one A/P disengage light inoperative provided the autopilot disengage aural warning system operates normally.
- (9) Dispatch is not permitted with both Control Wheel Autopilot Disengage Switches inoperative. Dispatch may be made with one control wheel autopilot disengage switch inoperative provided the following conditions are met.
 - a) Mode Control Panel autopilot DISENGAGE bar operates normally,
 - b) Autopilot is not used below 1,500 feet AGL, and
 - c) Approach minimums do not require use of autopilot.
- (10) Both control wheel trim switch systems must be operative for dispatch.

Note 3 to paragraph (i): The MEL provisions specified in figure 10 to paragraph (i) of this AD correspond to Master Minimum Equipment List (MMEL) items 22-10-01B, 22-10-02, 22-10-03, 22-11-01, 22-11-02, 22-11-05-02B, 22-11-06-02B, 22-11-08-01A, 22-11-08-01B, 22-11-10A, 22-11-10B, and 27-41-01, in the existing FAA-approved Boeing 737 MAX B-737-8/-9 MMEL, Revision 2, dated April 10, 2020, which can be found on the Flight Standards Information Management System (FSIMS) website, <https://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=MMELByModel>.

(j) Installation/Verification of MAX Display System (MDS) Software, Removal of INOP Markers

Before further flight, do all applicable actions identified as “RC” in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-31-1860, Revision 1, dated July 2, 2020.

(k) Horizontal Stabilizer Trim Wire Bundle Routing Change

Before further flight, do all applicable actions identified as “RC” in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-27-1318, Revision 2, dated November 10, 2020.

(l) AOA Sensor System Test

Before further flight, do all applicable actions identified as “RC” for the “Angle of Attack (AOA) Sensor System Test” specified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-00-1028, dated July 20, 2020.

(m) Operational Readiness Flight

(1) After accomplishment of all applicable required actions in paragraphs (g) through (l) of this AD, do all applicable actions identified as “RC” for the “Operational Readiness Flight” specified in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-00-1028, dated July 20, 2020. The “Operational Readiness Flight” required by this paragraph must be accomplished before any other flight. A special flight permit is not required to accomplish the “Operational Readiness Flight” required by this paragraph.

(2) After the “Operational Readiness Flight” and before further flight, any mechanical irregularities that occurred during the “Operational Readiness Flight” must be resolved following the operator's FAA-approved maintenance or inspection program, as applicable.

(n) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the actions of this AD can be performed.

(o) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 737-31-1860, dated June 12, 2020.

(2) This paragraph provides credit for the actions specified in paragraph (k) of this AD, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 737-27-1318, dated June 10, 2020, or Revision 1, dated June 24, 2020, provided the 14 Installation Deviation Records (IDRs) identified in paragraph 1.D., “Description,” of Boeing Special Attention Service Bulletin 737-27-1318, Revision 2, dated November 10, 2020, have been incorporated on the airplane. Accomplishment of FAA-approved Boeing IDRs not identified in paragraph 1.D., “Description,” of Boeing Special Attention Service Bulletin 737-27-1318, Revision 2, dated November 10, 2020, before the effective date of this AD, is acceptable for compliance with the corresponding RC steps specified in Special Attention Service Bulletin 737-27-1318, Revision 1, dated June 10, 2020, provided those IDRs reference Boeing Special Attention Service Bulletin 737-27-1318, Revision 1, dated June 10, 2020.

(p) 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 responsible Flight Standards 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 (q)(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 responsible Flight Standards Office.

(3) AMOCs approved previously for AD 2018-23-51 are not approved as AMOCs for this AD.

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

(q) Related Information

(1) For more information about this AD, contact Ian Won, Manager, Seattle ACO Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3500; email: 9-FAA-SACO-AD-Inquiry@faa.gov.

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

(r) 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 Requirements Bulletin 737-22A1342 RB, dated November 17, 2020.

(ii) Boeing Special Attention Service Bulletin 737-00-1028, dated July 20, 2020.

(iii) Boeing Special Attention Service Bulletin 737-27-1318, Revision 2, dated November 10, 2020.

(iv) Boeing Special Attention Service Bulletin 737-31-1860, Revision 1, dated July 2, 2020.

(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, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 18, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25844 Filed 11-18-20; 4:15 pm]