

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2017-16**

7/24/2017 - 8/6/2017



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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-02-04		The Boeing Company	747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes
2017-02-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-02-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2017-02-09		The Boeing Company	747-400, -400D, and -400F series airplanes
2017-02-10	R 2013-19-04	The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-03-02	S 2014-16-10	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
Biweekly 2017-05			
2017-02-01		Rolls-Royce plc	Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan engines
2017-02-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-03-03	S 2013-05-18	Rolls-Royce plc	RB211 Trent 553-61, RB211 Trent 553A2-61, RB211 Trent 556-61, RB211 Trent 556A2-61, RB211 Trent 556B-61, RB211 Trent 556B2-61, RB211 Trent 560-61, and RB211 Trent 560A2-61 turbofan engines
2017-03-04	R 2012-16-07	The Boeing Company	737-500 series airplanes
2017-04-01		Gulfstream Aerospace Corporation	GVI airplanes
2017-04-02	R 2014-23-06	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-04-04	R 2012-16-08	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-04-05	R 2011-10-17	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, and B4-203 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2017-04-08	R 2008-13-12 R1	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-04-09	R 2012-22-12	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-04-10		Airbus	A318, A319, A320, A321 airplanes
2017-04-11		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-04-12		Embraer	EMB-135, EMB-145 airplanes
2017-04-13		The Boeing Company	747-8 and 747-8F series airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2017-05-02		Airbus	A318, A319, A320, A321 airplanes
2017-05-06		The Boeing Company	767-200 and -300 series airplanes
2017-05-07		The Boeing Company	777-200 and -300 series airplanes
Biweekly 2017-06			
2017-05-09		CFM International S.A.	CFM56-5B, CFM56-5B/P, CFM56-5B/3, CFM56-5B/2P, CFM56-5B/P1, CFM56-5B/2P1, and CFM56-5B/3B1 engines
2017-05-11	R 2012-08-11	Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-05-10	R 2015-16-02	Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes
2017-05-05		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2017-05-12		Airbus	A318-112; A319-111, -112, -115, -132, and -133; A320-214, -232, and -233; A321-211, -212, -213, -231, and -232 airplanes
Biweekly 2017-07			
2017-06-05		The Boeing Company	DC-6, DC-6A, DC-6B, C-118A, R6D-1, and R6D-1Z airplanes
2017-07-03		Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-06-04		Airbus	A300 B4-603, B4-620, and B4-622; A300 B4-605R and A300 B4-622R; and A300 C4-605R Variant F airplanes
2017-06-02		Fokker Services B.V.	F28 Mark 0100 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-06-10		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-06-09		The Boeing Company	787-8 airplanes
2017-06-01	R 2017-03-04	The Boeing Company	737-500 series airplanes
2017-06-14		The Boeing Company	737-300, -400, and -500 series airplanes
2017-06-13		Textron Aviation Inc.	680 airplanes
2016-25-25	COR	BAE Systems (Operations) Limited	4101 airplanes
2017-06-12		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233 airplanes
Biweekly 2017-08			
2017-08-04	R 2015-03-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-07-06		Gulfstream Aerospace Corporation	G-1159B airplanes
2017-08-05	R 2016-13-05	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2017-06-07		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; and A340-642 airplanes
2017-07-03	COR	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-08-01	R 2013-22-19	Gulfstream Aerospace Corporation	GV and GV-SP airplanes
2017-06-08	R 2006-06-09 R 2012-05-08 R 2012-07-08	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD airplanes
2017-07-04	R 2013-24-17	General Electric Company	GE90-110B1 and GE90-115B engines
2017-08-02		Bombardier, Inc.	DHC-8-102, -103, and -106; DHC-8-201 and -202; DHC-8-301, -311, and -315 airplanes
2017-07-05		Airbus	A300 airplanes
Biweekly 2017-09			
2017-07-07		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2017-08-03		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-08-06		General Electric Company	GE90-76B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, and GE90-115B
2017-08-07		Learjet, Inc.	60
2017-08-08		CFE Company	CFE738-1-1B
2017-08-10	R 2017-01-01	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84
2017-08-11	R 2012-04-01	Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17
2017-08-13		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R, and A300 C4-605R Variant F; and A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 F4-605R and F4-622R
2017-09-01		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2016-05-02	R 2011-13-11 R 2011-13-11	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
Biweekly 2017-10			
2017-09-03	R 2013-03-12	Dassault Aviation	MYSTERE-FALCON 50 airplanes
2017-09-04		The Boeing Company	707-100 Long Body, -200, -100B Long Body, and -100B Short Body series; 707-300, -300B, -300C, and -400 series; 720 and 720B series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-09-06 2017-10-01	R 2015-15-03	General Electric Company Dassault Aviation	GENx-1B and GENx-2B turbofan engines FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
Biweekly 2017-11			
2017-09-08		The Boeing Company	787-8 airplanes
2017-09-09		Zodiac Seats California LLC	4157, 4170, and 4184 seating systems
2017-09-10		The Boeing Company	747-400, 747-400D, and 747-400F airplanes
2017-09-11		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-09-12		ATR-GIE Avions de Transport Régional	ATR42-500; ATR72-102, -202, -212, and -212A airplanes
2017-10-04		Embraer S.A.	EMB-120, EMB-120ER, EMB-120FC, EMB-120QC, and EMB-120RT airplanes
2017-10-05		Airbus	A300 airlines
2017-10-06		Rolls-Royce plc	RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 turbofan engines
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-15		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-10-16		The Boeing Company	787-8 and 787-9 airplanes
2017-10-17	R 2014-16-19	Airbus	A330 airplanes
2017-10-18		Airbus	A330-223F, -223, -321, -322, and -323 airplanes
2017-10-21		The Boeing Company	737-300, -400, and -500 series airplanes
2017-10-22		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-10-23		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-10-24	R 2011-17-09 R 2012-25-12	Airbus	A330 airplanes
2017-10-25		Rolls-Royce Deutschland Ltd & Co KG	Spey 506-14A, Spey 555-15, Spey 555-15H, Spey 555-15N, and Spey 555-15P turbofan engines
2017-11-01		The Boeing Company	737-100, -200, and -200C series airplanes
2017-11-02		The Boeing Company	MD-90-30 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	Model 60 airplanes
Biweekly 2017-12			
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-13	S 2015-17-19	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-04		The Boeing Company	767-200, -300, and -400ER series airplanes
2017-11-07		Airbus	A318, A319, A320, A321 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-12		Bombardier, Inc.	BD-100-1A10 airplanes
2017-11-13	R 98-13-14	Airbus	A320-211, -212, and -231 airplanes
2017-11-14	R 2011-26-03	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F airplanes
2017-11-15		General Electric Company	CF6-80C2L1F turbofan engines
2017-12-01		The Boeing Company	767-200 series airplanes
2017-12-02		General Electric Company	GENx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, 1B70/P1, -1B70/P2, -1B70/75/P1, -1B70/75/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76A/P2 engines
Biweekly 2017-13			
2017-11-05		Roll-Royce Corporation	AE 3007C and 3007C1 turbofan engines
2017-11-06	R 2014-05-32	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2643, and F117-PW-100 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-12-03		Pratt & Whitney Division	PW2037, PW2037M, and PW2040 turbofan engines
2017-12-05	R 2007-26-04	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-12-06		Airbus	A300, A310 airplanes
2017-12-07		The Boeing Company	737-800, -900, and -900ER series airplanes
2017-12-08	R 2011-24-06	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-12-09		Embraer	EMB-135ER, -135BJ, -135KE, -135KL, and -135LR; and EMB-145, -145ER, -145MR, -145LR, -145MP, -145EP, and -145XR airplanes
2017-12-10		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-12-11		Bombardier, Inc.	BD-100-1A10 airplanes
2017-12-12		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-12-13		Airbus	A320-212, A320-214, A320-232 airplanes
2017-12-14		The Boeing Company	757-200 and -200PF series airplanes
2017-12-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000) airplanes
2017-13-01		The Boeing Company	737-300, -400, and -500 series airplanes
2017-13-02		Dassault Aviation	FALCON 7X airplanes
Biweekly 2017-14			
2017-10-19		Rolls-Royce plc	Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2017-13-07		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-08	R 2015-23-13	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-09	R 2014-16-02	Bombardier, Inc.	CL-600-1A11 (CL-600)
2017-13-10	R 2003-18-06	Airbus	A319-131 and -132; A320-231, -232, and -233; A321-131 and -231
2017-13-11		Gulfstream Aerospace Corporation	G-IV
2017-13-12		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-13-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-13-14		The Boeing Company	777-300ER series
2017-14-01	R 2013-10-03	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313
2017-14-02		Bombardier, Inc.	DHC-8-401 and DHC-8-402
Biweekly 2017-15			
2017-14-07		International Aero Engines AG	V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, V2528-D5, and V2531-E5 turbofan engines
2017-14-08		CFM International S.A.	CFM56-3, -3B, and -3C turbofan engines
2017-14-09		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-14-10		The Boeing Company	MD-11 and MD-11F airplanes
2017-14-11	R 2007-13-08	Airbus	A318, A319, A320, A321 airplanes
2017-14-13		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2017-14-14		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-14-16		Bombardier, Inc.	BD-100-1A10 airplanes
2017-15-01		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2017-15-03	R 2014-08-02	Airbus	A300-B4-601, B4-603, B4-620, and B4-622 airplanes, and A300-B4-605R and B4-622R airplanes
2017-15-04		The Boeing Company	787-8 and 787-9 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-16			
2017-13-05	R 2013-13-16	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2017-14-15		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2017-15-06	R 97-10-05	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2017-15-10		The Boeing Company	787-9 airplanes
2017-15-11		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2017-15-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-15-14		Bombardier, Inc.	CL-215-6B11 (CL-415 Variant) airplanes
2017-15-16		Embraer	EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes
2017-15-17		Airbus	A300 B4-605R and B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R airplanes



2017-13-05 Airbus: Amendment 39-18935; Docket No. FAA-2016-9393; Directorate Identifier 2014-NM-199-AD.

(a) Effective Date

This AD is effective August 28, 2017.

(b) Affected ADs

This AD replaces AD 2013-13-16, Amendment 39-17504 (78 FR 47537, August 6, 2013) (“AD 2013-13-16”).

(c) Applicability

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

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

(2) Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by the determination that a modification that automatically detects failure of the ball-screw assembly is necessary. We are issuing this AD to detect and correct wear on the trimmable horizontal stabilizer actuator (THSA), possibly resulting in damage to the ball-screw and fail-safe nut, which could jam the THSA and result in reduced control of the airplane.

(f) Compliance

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

(g) Actions for Electronic Centralized Aircraft Monitor (ECAM) Fault Messages

For airplanes other than those identified in figure 1 to paragraphs (g), (h), and (q) of this AD: If, during any flight, one of the “PRIM X PITCH FAULT” or “STAB CTL FAULT” messages is displayed on the ECAM associated with the “PITCH TRIM ACTR (1CS)” maintenance message, before further flight after each time the message is displayed on the ECAM, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Do the applicable detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path; check the checkable shear pins (CSP), if installed; and do all applicable

corrective actions; as specified in paragraph (g)(1)(i), (g)(1)(ii), or (g)(1)(iii) of this AD. Do all applicable corrective actions before further flight.

(i) For Model A330 series airplanes: Do the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3102, Revision 09, dated March 29, 2016, except as required by paragraph (n)(1) of this AD.

(ii) For Model A340-200 and -300 series airplanes: Do the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-27-4107, Revision 09, dated March 29, 2016, except as required by paragraph (n)(1) of this AD.

(iii) For Model A340-500 and -600 series airplanes: Do the actions using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

Note 1 to paragraph (g)(1)(iii) of this AD: Guidance for the inspection of the ball-screw assembly can be found in Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, of the Airbus A340 Airworthiness Limitations Section (ALS) Part 3—Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015.

(2) Lubricate the THSA ball-nut in accordance with the applicable service information specified in paragraph (g)(2)(i), (g)(2)(ii), or (g)(2)(iii) of this AD.

(i) Task 274400-00002-1-E, Lubrication of the THSA ball-nut, of Airbus A330 ALS Part 4—System Equipment Maintenance Requirements (SEMR), Revision 05, dated October 19, 2015 (for Model A330 series airplanes).

(ii) Task 274400-00002-1-E, Lubrication of the THSA ball-nut, of Airbus A340 ALS Part 4—System Equipment Maintenance Requirements (SEMR), Revision 04, dated October 19, 2015 (for Model A340-200 and -300 series airplanes).

(iii) Task 274000-B0003-1-C, Lubrication of THS Actuator ball-screw nut, of Airbus A340 ALS Part 3—Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015 (for Model A340-500 and -600 series airplanes).

Figure 1 to Paragraphs (g), (h), and (q) of This AD—Definition of

Group	Airplane models	On which the following actions or modifications have been done
Group 1 airplanes	Airbus Model A330-200 and -300 series airplanes	On which the actions specified in Airbus Service Bulletin A330-27-3137, dated March 20, 2007; or Revision 01, dated December 6, 2007; and Airbus Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010; or Revision 05, dated November 7, 2011; or Revision 06, dated November 15, 2013; have been embodied in service.
	Airbus Model A340-200 and -300 series airplanes	On which the actions specified in Airbus Service Bulletin A340-27-4136, including Appendix 1, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; have been embodied in service.

Group 2 airplanes	Airbus Model A330-200 and -300 series airplanes and Model A340-200 and -300 series airplanes	On which Airbus Modifications 55780, 52269, and 56056 have been embodied in production.
	Airbus Model A340-500 and -600 series airplanes	On which Airbus Modifications 54882, 52191, and 56058 have been embodied in production.
Group 3 airplanes	Airbus Model A330-200 and -300 series airplanes	On which Airbus Service Bulletin A330-27-3137, dated March 20, 2007; or Revision 01, dated December 6, 2007; has been embodied in service and Airbus Modifications 52269 and 56056 have been embodied in production.
	Airbus Model A330-200 and -300 series airplanes	On which Airbus Modification 55780 has been embodied in production and Airbus Service Bulletin A330-92-3046 Revision 04, dated July 16, 2010; or Revision 05, dated November 07, 2011; or Revision 06, dated November 15, 2013; has been embodied in service.
	Airbus Model A340-200 and -300 series airplanes	On which Airbus Service Bulletin A340-27-4136, including Appendix 1, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; has been embodied in service and Airbus Modifications 52269 and 56056 have been embodied in production.
	Airbus Model A340-200 and -300 series airplanes	On which Airbus Modification 55780 has been embodied in production and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010, has been embodied in service.

(h) Installation of CSP and Electrical Harness

For all airplanes, except Group 2 airplanes specified in figure 1 to paragraphs (g), (h), and (q) of this AD, and except for airplanes identified in paragraphs (i), (j), and (n)(2) of this AD: Within 12 months after the effective date of this AD, modify the airplane by installing a CSP on the THSA and an additional electrical harness, in accordance with the Accomplishment Instructions of the Airbus service information specified in figure 2 to paragraphs (h) and (i) of this AD, as applicable to the part number of the THSA installed on the airplane, except as provided by paragraph (n)(2) of this AD.

Figure 2 to Paragraphs (h) and (i) of this AD—Applicable Service Information for Modification

THSA Part No. (P/N)	Service bulletin for CSP installation	Service bulletin for electrical harness installation
47172-300	Airbus Service Bulletin A330-27-3137, Revision 02, dated January 18, 2010, for Airbus Model A330-200 and -300 series airplanes; and	Airbus Service Bulletin A330-92-3046, Revision 07, dated January 13, 2017, for Airbus Model A330-200 and -300 series airplanes; and
	Airbus Service Bulletin A340-27-4136, Revision 02, including Appendix 1, dated February 24, 2010, for Airbus Model A340-200 and -300 series airplanes.	

47147-500	Airbus Service Bulletin A330-27-3143, Revision 01, dated July 10, 2012, for Airbus Model A330-200 and -300 series airplanes; and	Airbus Service Bulletin A340-92-4056, Revision 04, dated December 5, 2013, for Airbus Model A340-200 and -300 series airplanes.
	Airbus Service Bulletin A340-27-4143, dated February 21, 2012, for Airbus Model A340-200 and -300 series airplanes.	
47175-200, 47175-300	Airbus Service Bulletin A340-27-5030, Revision 01, including Appendix 1, dated November 20, 2009, for Airbus Model A340-541 and -642 airplanes.	Airbus Service Bulletin A340-92-5008, Revision 07, dated February 8, 2013, for Airbus Model A340-541 and -642 airplanes.

(i) “Additional Work” on Previously Modified Airplanes

For airplanes that have already been modified (installation of CSP on the THSA and electrical harness) before the effective date of this AD in accordance with the Accomplishment Instructions of any previous revision of an Airbus service bulletin specified in figure 2 to paragraphs (h) and (i) of this AD, as applicable: Within 12 months after the effective date of this AD, do the “Additional Work” specified in, and in accordance with, the Accomplishment Instructions of the applicable Airbus service information specified in figure 2 to paragraphs (h) and (i) of this AD.

(j) Installation of Electrical Harness on Airplanes Equipped With a CSP

For airplanes having one of the THSAs installed with a part number listed in figure 3 to paragraph (j) of this AD, and which have been modified by installing a CSP on the THSA as required by paragraph (h) of this AD: Within 12 months after the effective date of this AD, inspect to determine if the electrical harness identified in the applicable Airbus service information specified in figure 3 to paragraph (j) of this AD is installed on the airplane, and if found not to be installed, modify the airplane by installing an electrical harness, in accordance with the Accomplishment Instructions of the Airbus service information specified in figure 3 to paragraph (j) of this AD, as applicable to the part number of the THSA installed on the airplane. Airplanes having one of the THSAs installed with a part number listed in figure 3 to paragraph (j) of this AD already have the CSP installed on the THSA, and only the electrical harness must be installed on the airplane.

Figure 3 to Paragraph (j) of This AD—Electrical Harness Installation

THSA P/N	Service information for electrical harness installation
47172-500, 47172-510, 47172-520, 47172-530, 47147-700, 47147-710	Airbus Service Bulletin A330-92-3046, Revision 07, dated January 13, 2017, for Airbus Model A330-200 and -300 series airplanes. Airbus Service Bulletin A340-92-4056, Revision 04, dated December 5, 2013, for Airbus Model A340-200 and -300 series airplanes.
47175-500, 47175-520, 47175-530	Airbus Service Bulletin A340-92-5008, Revision 07, dated February 8, 2013, for Airbus Model A340-541 and -642 airplanes.

(k) Terminating Action for Repetitive Inspections of Airbus Model A330-200 and -300 Series Airplanes

Accomplishment of a modification before the effective date of this AD, using the Accomplishment Instructions of Airbus Service Bulletin A330-27-3137, dated March 20, 2007; or Revision 01, dated December 6, 2007; and Airbus Service Bulletin A330-92-3046, Revision 04,

dated July 15, 2010; or Revision 05, dated November 7, 2011; or Revision 06, dated November 15, 2013; terminates the repetitive inspections specified in paragraphs (k)(1) through (k)(4) of this AD. Modification of an airplane as required by this paragraph does not constitute terminating action for the actions specified in paragraph (g)(2) of this AD or the additional work specified in paragraph (i) of this AD.

(1) Task 274400-00001-1-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and check the gap at the secondary nut trunnion, of Airbus A330 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 05, dated October 19, 2015.

(2) Task 274400-00001-2-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and check the CSPs, of Airbus A330 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 05, dated October 19, 2015.

(3) Task 274400-00001-3-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and check the CSPs, of Airbus A330 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 05, dated October 19, 2015.

(4) Task 274400-00001-4-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and check the CSPs, of Airbus A330 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 05, dated October 19, 2015.

(l) Terminating Action for Repetitive Inspections of Airbus Model A340-200 and -300 Series Airplanes

Accomplishment of a modification in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-27-4143, dated February 21, 2012; and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; terminates the actions required by paragraph (g)(1) of this AD for modified Airbus Model A340-200 and -300 series airplanes only. Modification of an airplane as specified in this paragraph does not constitute terminating action for the actions specified in paragraph (g)(2) of this AD, or the additional work specified in paragraph (i) of this AD.

(m) Terminating Action for Repetitive Inspections of Airbus Model A340-200 and -300 Series Airplanes

Accomplishment of a modification before the effective date of this AD using the Accomplishment Instructions of Airbus Service Bulletin A340-27-4136, including Appendix 1, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; terminates the repetitive inspections specified in paragraphs (m)(1) through (m)(4) of this AD. Modification of an airplane as specified in this paragraph does not constitute terminating action for the actions specified in paragraph (g)(2) of this AD, or the additional work specified in paragraph (i) of this AD.

(1) Task 274400-00001-1-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and gap check at the secondary nut trunnion, of Airbus A340 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 04, dated October 19, 2015.

(2) Task 274400-00001-2-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and CSP check, of Airbus A340 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 04, dated October 19, 2015.

(3) Task 274400-00001-3-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and CSP check, of Airbus A340 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 04, dated October 19, 2015.

(4) Task 274400-00001-4-E, Detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path and CSP check, of A340 ALS Part 4–System Equipment Maintenance Requirements (SEMR), Revision 04, dated October 19, 2015.

(n) Exceptions to the Actions in Certain Service Information and Paragraph (h) of This AD

(1) Where Airbus Service Bulletin A330-27-3102, Revision 09, dated March 29, 2016 (for Model A330 series airplanes); or Airbus Service Bulletin A340-27-4107, Revision 09, dated March 29, 2016 (for Model A340 series airplanes); specifies to contact Airbus for a damage assessment: Before further flight, accomplish the required actions in accordance with the procedures specified in paragraph (s)(2) of this AD.

(2) For airplanes that already had the electrical harness installed during production using Airbus Modifications 52269 and 56056 for Airbus Model A330-200 and -300 series airplanes and Airbus Model A340-200 and -300 series airplanes, and using Airbus Modifications 52191 and 56058 for Model A340-500 and -600 series airplanes: Only the CSP must be installed on the THSA in accordance with applicable Airbus service bulletins and within the compliance time specified in paragraph (h) of this AD.

(o) Terminating Action for Repetitive Inspections for Airplanes on Which Actions Required by Paragraph (h), (i), or (j) of This AD Are Done

Modification of an airplane as required by paragraph (h), (i), or (j) of this AD, as applicable, constitutes terminating action for that airplane for the applicable actions identified in paragraphs (o)(1) through (o)(4) of this AD.

(1) For all airplanes: The actions required by paragraph (g) of this AD.

(2) For Model A340-500 and -600 series airplanes: Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, of Airbus A340 ALS Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015.

(3) For Model A330-200 and -300 series airplanes: The ALS tasks identified in paragraphs (k)(1) through (k)(4) of this AD.

(4) For Model A340-200 and -300 series airplanes: The ALS tasks identified in paragraphs (m)(1) through (m)(4) of this AD.

(p) Ball-Screw Assembly Inspection for Certain Airplanes

For Model A340-500 and -600 airplanes that are in post-Airbus Service Bulletin A340-92-5008, at Revision 06 or earlier, configuration: Before exceeding the threshold or interval, as applicable, of Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, of Airbus A340 ALS Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015, or within 3 months after the effective date of this AD, whichever occurs later, accomplish Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, of Airbus A340 ALS Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015; and do all applicable corrective actions. Do all applicable corrective actions before further flight using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA. Repeat Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, thereafter at the applicable intervals specified in Airbus A340 ALS Part 3–CMRs, Revision 03, dated October 19, 2015.

(q) Parts Installation Prohibitions

(1) For all airplanes except Group 2 airplanes as identified in figure 1 to paragraphs (g), (h), and (q) of this AD: After modification of the airplane as required by paragraph (h), (i), or (j) of this AD, as applicable, no person may install any THSA having part number (P/N) 47172-300, P/N 47147-500, P/N 47175-200, or P/N 47175-300.

(2) For Group 2 airplanes, as identified in figure 1 to paragraphs (g), (h), and (q) of this AD: As of the effective date of this AD, no person may install on any Group 2 airplane any THSA having P/N 47172-300, P/N 47147-500, P/N 47175-200, or P/N 47175-300.

(r) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (g)(2) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (r)(1)(i) through (r)(1)(iv) of this AD.

(i) Task 274400-00002-1-E, Lubrication of the THSA ball-nut, of Airbus A330 ALS Part 4–Ageing Systems Maintenance, Revision 03, dated September 9, 2011 (for Model A330 series airplanes).

(ii) Task 274400-00002-1-E, Lubrication of the THSA ball-nut, of Airbus A330 ALS Part 4–Ageing Systems Maintenance, Revision 04, dated August 27, 2013 (for Model A330 series airplanes).

(iii) Task 274400-00002-1-E, Lubrication of the THSA ball-nut, of Airbus A340 ALS Part 4–Ageing Systems Maintenance, Revision 02, dated October 12, 2011 (for Model A340-200 and -300 series airplanes).

(iv) Task 274400-00002-1-E, Lubrication of the THSA ball-nut, of Airbus A340 ALS Part 4–Ageing Systems Maintenance, Revision 03, dated November 15, 2012 (for Model A340-200 and -300 series airplanes).

(2) This paragraph provides credit for the electrical harness installation required by paragraph (h) of this AD and the inspection and electrical harness installation required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A330-92-3046, Revision 06, dated November 15, 2013.

(s) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(t) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0219, dated September 29, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9393.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

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

(u) Material Incorporated by Reference

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

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

(i) Airbus A330 Airworthiness Limitations Section (ALS) Part 4– System Equipment Maintenance Requirements (SEMR), Revision 05, dated October 19, 2015.

(ii) Airbus A340 Airworthiness Limitations Section (ALS) Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015.

(iii) Airbus A340 Airworthiness Limitations Section (ALS) Part 4–System Equipment Maintenance Requirements (SEMR), Revision 04, dated October 19, 2015.

(iv) Airbus Service Bulletin A330-27-3102, Revision 09, dated March 29, 2016.

(v) Airbus Service Bulletin A330-27-3137, including Appendix 01, dated March 20, 2007.

(vi) Airbus Service Bulletin A330-27-3137, Revision 01, including Appendix 1, dated December 6, 2007.

(vii) Airbus Service Bulletin A330-27-3137, Revision 02, dated January 18, 2010.

(viii) Airbus Service Bulletin A330-27-3143, Revision 01, dated July 10, 2012.

(ix) Airbus Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010.

(x) Airbus Service Bulletin A330-92-3046, Revision 05, dated November 7, 2011.

(xi) Airbus Service Bulletin A330-92-3046, Revision 07, dated January 13, 2017.

(xii) Airbus Service Bulletin A340-27-4107, Revision 09, dated March 29, 2016.

(xiii) Airbus Service Bulletin A340-27-4136, including Appendix 01, dated March 20, 2007.

(xiv) Airbus Service Bulletin A340-27-4136, Revision 01, including Appendix 1, dated December 6, 2007.

(xv) Airbus Service Bulletin A340-27-4136, Revision 02, including Appendix 1, dated February 24, 2010.

(xvi) Airbus Service Bulletin A340-27-4143, dated February 21, 2012.

(xvii) Airbus Service Bulletin A340-27-5030, Revision 01, including Appendix 1, dated November 20, 2009.

(xviii) Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010.

(xix) Airbus Service Bulletin A340-92-4056, Revision 04, dated December 5, 2013.

(xx) Airbus Service Bulletin A340-92-5008, Revision 07, dated February 8, 2013.

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

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

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

Issued in Renton, Washington, on June 15, 2017.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2017-14-15 Bombardier, Inc.: Amendment 39-18959; Docket No. FAA-2016-9304; Directorate Identifier 2016-NM-028-AD.

(a) Effective Date

This AD is effective August 31, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model BD-700-1A10 and BD-700-1A11 airplanes, certificated in any category, serial numbers 9002 through 9743 inclusive, and 9998.

(d) Subject

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

(e) Reason

This AD was prompted by reports of aileron and rudder control cables that may have tensions that are beyond allowable limits. We are issuing this AD to detect and correct out-of-tolerance tension in the control cables, which, with certain system failures and environmental conditions, could result in reduced controllability of the airplane.

(f) Compliance

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

(g) Time Limits/Maintenance Checks (TLMC)–Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate certification maintenance requirement (CMR) tasks 27-11-35-101, 27-11-35-102, and 27-21-27-101 (for functional tests of the control cable tension), as specified in the applicable service information in paragraphs (g)(1) through (g)(5) of this AD. The initial compliance time for doing the tasks is specified in paragraph (h) of this AD. When the applicable temporary revision (TR) has been included in general revisions of the TLMC, the general revisions may be inserted in the maintenance or inspection program, and the applicable TR may be removed, provided the relevant information in the general revision is identical to that in the applicable TR.

(1) TR 5-2-10, dated November 24, 2015, to Section 5-10-40, of Bombardier Global Express XRS BD-700 Time Limits/Maintenance Checks (for Model BD-700-1A10 airplanes).

(2) TR 5-2-15, dated November 24, 2015, to Section 5-10-40, of Bombardier Global 6000 GL 6000 Time Limits/Maintenance Checks (for Model BD-700-1A10 airplanes).

(3) TR 5-2-47, dated November 24, 2015, to Section 5-10-40, of Bombardier Global Express BD-700 Time Limits/Maintenance Checks (for Model BD-700-1A10 airplanes).

(4) TR 5-2-15, dated November 24, 2015, to Section 5-10-40, of Bombardier Global 5000 GL 5000 Featuring Global Vision Flight Deck—
Time Limits/Maintenance Checks (for Model BD-700-1A11 airplanes).

(5) TR 5-2-16, dated November 24, 2015, to Section 5-10-40, of Bombardier Global 5000 BD-700 Time Limits/Maintenance Checks (for Model BD-700-1A11 airplanes).

Note 1 to Paragraph (g) of this AD: The TRs identified in paragraph (g) of this AD have been incorporated into their respective airplane model AMM as follows:

Bombardier Model BD-700-1A10: GL 700 AMM, Revision 67, dated August 6, 2015; GL XRS AMM, Revision 45, dated August 6, 2015; GL 6000 AMM, Revision 15, dated August 6, 2015.

Bombardier Model BD-700-1A11: GL 5000 AMM, Revision 48, dated August 6, 2015; GL 5000 GVFD AMM, Revision 15, dated August 6, 2015.

(h) Initial Compliance Times for CMR Tasks

The initial compliance times for doing the CMR tasks identified in paragraph (g) of this AD are at the applicable times specified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD.

(1) For airplanes having serial numbers (S/Ns) 9002 through 9694 inclusive, and 9998: Within 15 months after the effective date of this AD.

(2) For airplanes having S/Ns 9695 through 9743 inclusive that have had aileron and/or rudder control cable replacement and the aileron and rudder control cables were rigged as specified in any applicable Bombardier aircraft maintenance manual (AMM) revision earlier than the revision date shown in paragraphs (h)(2)(i) through (h)(2)(v) of this AD or the AMM revision date is unknown: Within 15 months after the effective date of this AD.

(i) Bombardier GL 700 AMM, Revision 67, dated August 6, 2015 (for Model BD-700-1A10 airplanes).

(ii) Bombardier GL XRS AMM, Revision 45, dated August 6, 2015 (for Model BD-700-1A10 airplanes).

(iii) Bombardier GL 6000 AMM, Revision 15, dated August 6, 2015 (for Model BD-700-1A10 airplanes).

(iv) Bombardier GL 5000 AMM, Revision 48, August 6, 2015 (for Model BD-700-1A11 airplanes).

(v) Bombardier GL 5000 GVFD AMM, Revision 15, August 6, 2015 (for Model BD-700-1A11 airplanes).

(3) For airplanes other than those identified in paragraphs (h)(1) and (h)(2) of this AD: Within 30 months since the date of issuance of the original Canadian airworthiness certificate or the date of issuance of the original Canadian export certificate of airworthiness, or within 30 days after the effective date of this AD, whichever occurs later.

(i) No Alternative Actions and Intervals

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

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2016-06 R1, dated July 25, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9304.

(2) For more information about this AD, contact Cesar A. Gomez, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York Aircraft Certification Office (ACO), 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7318; fax 516-794-5531; email: Cesar.Gomez@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Temporary Revision (TR) 5-2-10, dated November 24, 2015, to Section 5-10-40, of Bombardier Global Express XRS BD-700 Time Limits/Maintenance Checks.

(ii) TR 5-2-15, dated November 24, 2015, to Section 5-10-40, of Bombardier Global 6000 GL 6000 Time Limits/Maintenance Checks.

(iii) TR 5-2-15, dated November 24, 2015, to Section 5-10-40, of Bombardier Global 5000 GL 5000 Featuring Global Vision Flight Deck—Time Limits/Maintenance Checks.

(iv) TR 5-2-16, dated November 24, 2015, to Section 5-10-40, of Bombardier Global 5000 BD-700 Time Limits/Maintenance Checks.

(v) TR 5-2-47, dated November 24, 2015, to Section 5-10-40, of Bombardier Global Express BD-700 Time Limits/Maintenance Checks.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone: 514-855-5000; fax: 514-855-7401; email: thd.crj@aero.bombardier.com; Internet: <http://www.bombardier.com>. You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

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

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

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



2017-15-06 British Aerospace Regional Aircraft: Amendment 39-18966; Docket No. FAA-2017-0395; Directorate Identifier 2017-CE-011-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 31, 2017.

(b) Affected ADs

This AD replaces AD 97-10-05; Amendment 39-10017 (62 FR 28318; May 23, 1997) (“AD 97-10-05”).

(c) Applicability

This AD applies to British Aerospace Regional Aircraft Model HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks in the main landing gear (MLG) fitting at the pintle to cylinder interface, which could cause failure of the MLG during takeoff and landing. We are issuing this AD to detect and correct cracks in the main landing gear (MLG), which could lead to structural failure of the MLG and could result in loss of control during takeoffs and landings.

(f) Actions and Compliance

Unless already done, do the following actions listed in paragraphs (f)(1) through (3) of this AD:

(1) Within the compliance times listed in paragraph (f)(1)(i) or (ii) of this AD, as applicable, inspect the MLG for cracks following Appendix 1 of British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016; or Heroux Devtek Service Bulletin 32-56, Revision 4, dated August 16, 2016, as specified in British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016.

(i) For airplanes that have been inspected following AD 97-10-05: Do the initial inspection within 1,200 flight cycles (FC) after the last inspection required by AD 97-10-05 and repetitively thereafter at intervals not to exceed 1,200 FC.

(ii) For airplanes that have not been inspected following AD 97-10-05: Do the initial inspection within 8,000 FC after installation of the MLG or within the next 100 FC after August 31, 2017 (the

effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 1,200 FC.

(2) If any cracks are found during any of the inspections required in paragraph (f)(1) of this AD, before further flight, replace the MLG with an airworthy part following British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016.

(3) The compliance times in paragraphs (f)(1)(i) and (ii) of this AD are presented in FC (landings). If the total FC have not been kept, multiply the total number of airplane hours time-in-service (TIS) by 0.75 to calculate the FC. For the purposes of this AD:

- (i) 100 hours TIS x .75 = 75 FC; and
- (ii) 1,000 hours TIS x .75 = 750 FC.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

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

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD 2017-0053, dated March 24, 2017. The MCAI can be found in the AD docket on the Internet at: <https://www.regulations.gov/document?D=FAA-2017-0395-0002>.

(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) British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016.

(ii) Heroux Devtek Service Bulletin 32-56, Revision 4, dated August 16, 2016.

(3) For British Aerospace Jetstream Series 3100 and 3200 service information related to this AD, contact BAE Systems (Operations) Ltd, Business Support Team-Technical Publications, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; phone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: https://www.regional-services.com/spares_and_support/support/aircraft-technical-publications/. For Heroux Devtek service information identified in this proposed AD, contact Heroux Devtek Product Support, Unit 1, Pembroke Court, Chancellor Road, Manor Park, Runcorn, Cheshire, WA7 1TG, England; phone: +44 01928 530530; fax: +44 01928 579454; email: technical_support@herouxdevtek.com; Internet: <http://www.herouxdevtek.com/aog-product-support>.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0395.

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

Issued in Kansas City, Missouri, on July 12, 2017.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2017-15-10 The Boeing Company: Amendment 39-18970; Docket No. FAA-2016-9307; Directorate Identifier 2016-NM-076-AD.

(a) Effective Date

This AD is effective September 5, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787-9 airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin B787-81205-SB290031-00, Issue 001, dated March 25, 2016.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a determination that the shoulder bolt used on the outboard clevis of the forward support fitting of the ram air turbine (RAT) might not be long enough to allow for proper installation of the RAT; therefore, the clevis of the joint could be clamped together, resulting in reduced fatigue life and possible fracture of the clevis. We are issuing this AD to prevent fracture of the clevis of the forward support fitting of the RAT, which could result in the RAT departing the airplane during a dual non-restartable engine loss, and consequent loss of control of the airplane, or injury to maintenance crews during periodic RAT ground tests.

(f) Compliance

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

(g) Inspection, Replacement of Shoulder Bolt, and Replacement of RAT Forward Support Fitting if Necessary

Within 12,000 flight hours or 24 months after the effective date of this AD, whichever occurs first: Do a high frequency eddy current inspection for cracking of the clevis of the forward support fitting of the RAT, and install a longer shoulder bolt, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin B787-81205-SB290031-00, Issue 001, dated March 25, 2016. If any cracking is found, before further flight, replace the RAT forward support fitting with a new fitting, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin B787-81205-SB290031-00, Issue 001, dated March 25, 2016.

(h) Credit for Previous Actions

This paragraph provides credit for the shoulder bolt replacement specified in paragraph (g) of this AD, if that action was performed before the effective date of this AD using the applicable service information specified in paragraph (h)(1), (h)(2), (h)(3), or (h)(4) of this AD.

- (1) Boeing Message TBC-ANA-15-0272-01B, dated September 22, 2015.
- (2) Boeing Message TBC-ANZ-15-0016-06B, dated October 14, 2015.
- (3) Boeing Message TBC-CAL-15-0089-01B, dated September 22, 2015.
- (4) Boeing Message TBC-VAA-15-0089-01B dated September 22, 2015.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

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

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

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

(j) Related Information

(1) For more information about this AD, contact Kelly McGuckin, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle ACO, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6490; fax: 425-917-6590; email: kelly.mcguccin@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 (k)(4) of this AD.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin B787-81205-SB290031-00, Issue 001, dated March 25, 2016.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on July 14, 2017.

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



2017-15-11 Bombardier, Inc.: Amendment 39-18971; Docket No. FAA-2017-0331; Directorate Identifier 2016-NM-213-AD.

(a) Effective Date

This AD is effective September 5, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes, certificated in any category, serial numbers 003 through 672 inclusive, equipped with main landing gear (MLG) retraction actuator assembly part number 10500-101, -103, -501, -551, or -553.

(d) Subject

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

(e) Reason

This AD was prompted by reports of undamped MLG extension in-service. We are issuing this AD to prevent MLG undamped extensions, which could result in MLG structural failure, resulting in an unsafe asymmetric landing gear configuration.

(f) Compliance

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

(g) Replacement of MLG Retraction Actuator Rod-Ends

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD: Replace the MLG retraction actuator rod-ends on both MLG assemblies, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 8-32-179, Revision A, dated March 9, 2017.

(1) For MLG retraction actuator assemblies with 37,000 total flight cycles or more as of the effective date of this AD: Within 18 months or 2,700 flight cycles, whichever occurs first after the effective date of this AD.

(2) For MLG retraction actuator assemblies with fewer than 37,000 total flight cycles as of the effective date of this AD: Within 24 months or 3,600 flight cycles, whichever occurs first after the effective date of this AD.

(h) Alternative Installation of Part Number (P/N) 10500-105, -503, or -555

Installation of MLG retraction actuator assembly P/N 10500-105, -503, or -555 on both MLGs is acceptable for compliance with the replacement required by paragraph (g) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 8-32-179, dated July 10, 2015.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2016-36, dated November 22, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0331.

(2) For more information about this AD, contact Fabio Buttitta, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7303; fax 516-794-5531.

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

(l) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 8-32-179, Revision A, dated March 9, 2017.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on July 14, 2017.

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



2017-15-12 The Boeing Company: Amendment 39-18972; Docket No. FAA-2017-0330; Directorate Identifier 2017-NM-016-AD.

(a) Effective Date

This AD is effective September 5, 2017.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-300, -400, and -500 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/EBD1CEC7B301293E86257CB30045557A?OpenDocument&Highlight=st01219se) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a “change in product” alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder indicating that the lower skin at the skin lap splice lower fastener row is subject to widespread fatigue damage. We are issuing this AD to detect and correct cracks in the lower skin, which, if not detected, could link up, resulting in reduced structural integrity of the airplane and consequent uncontrolled decompression of the airplane.

(f) Compliance

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

(g) Repetitive Inspections

Except as provided by paragraph (i) of this AD, at the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017: Do external eddy current inspections at stringer S-14 on the left and right sides of the airplane (S-14L and S-14R) for any crack in the skin lap splice at the lower fastener row, in accordance with the

Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017. Repeat the inspections thereafter at the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017.

(h) Repair

If any crack is found during any inspection required by paragraph (g) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (j) of this AD. Although Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017, specifies to contact Boeing for appropriate action and specifies that action as “RC” (Required for Compliance), this AD requires repair as specified in this paragraph.

(i) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017, specifies a compliance time “after the original issue date of this service bulletin,” this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) The Condition column of Table 1 and Table 2 of paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017, refers to total flight cycles “at the original issue date of this service bulletin.” This AD, however, applies to the airplanes with the specified total flight cycles as of the effective date of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

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

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

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

(k) Related Information

For more information about this AD, contact James Guo, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5357; fax: 562-627-5210; email: james.guo@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1365, dated January 23, 2017.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on July 14, 2017.

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



2017-15-14 Bombardier, Inc. (Type Certificate Previously Held by Canadair Limited):
Amendment 39-18974; Docket No. FAA-2017-0333; Directorate Identifier 2017-NM-005-AD.

(a) Effective Date

This AD is effective September 5, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. (Type Certificate previously held by Canadair Limited) Model CL-215-6B11 (CL-415 Variant) airplanes, certificated in any category, having serial numbers 2001, 2002, 2005 through 2007 inclusive, 2010, 2012 through 2017 inclusive, 2019, 2022 through 2024 inclusive, 2026, 2057, 2063, 2065, 2076, 2077, and 2081.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/Furnishings.

(e) Reason

This AD was prompted by a report indicating that an oxygen bottle was found loose while the clamp strap was in the locked position. We are issuing this AD to prevent an oxygen bottle from being released, which would result in a loose mass object in the cockpit and could also result in an oxygen-rich environment that could lead to a possible fire hazard.

(f) Compliance

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

(g) Installation and Modification

Within 12 months after the effective date of this AD, install additional shims and modify the clamp strap, as applicable, to the flight crew's oxygen bottles' retaining structures, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 215-4457, Revision 3, dated May 8, 2013.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using any of the service information identified in paragraphs (h)(1), (h)(2), or (h)(3) of this AD.

- (1) Bombardier Service Bulletin 215-4457, Revision 2, dated October 24, 2012.
- (2) Bombardier Service Bulletin 215-4457, Revision 1, dated June 12, 2012.
- (3) Bombardier Service Bulletin 215-4457, dated April 4, 2012.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2016-33, dated October 12, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0333.

(2) For more information about this AD, contact Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Branch, ANE-171, FAA, New York Aircraft Certification Office (ACO), 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7318; fax 516-794-5531.

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

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 215-4457, Revision 3, dated May 8, 2013.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on July 19, 2017.
Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2017-15-16 Empresa Brasileira de Aeronautica S.A. (Embraer): Amendment 39-18976; FAA-2017-0250; Directorate Identifier 2016-NM-158-AD.

(a) Effective Date

This AD is effective September 5, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Empresa Brasileira de Aeronautica S.A. (Embraer) Model EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a report of airplanes with modified gust lock levers that performed take-offs or rejected take-offs (RTOs), in such a configuration that the gust lock lever prevented the thrust lever's full excursion, thus limiting the engine power to about 70% of the nominal take-off power. We are issuing this AD to prevent incorrect configuration of the gust lock lever, which could reduce the airplane's performance during take-offs or attempted take-offs, increase the required take-off distance or the RTO distance, and reduce the airplane's capacity to clear obstacles.

(f) Compliance

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

(g) Inspection

Within 5,000 flight hours or 24 months after the effective date of this AD, whichever occurs first: Check the airplane maintenance records to determine whether the actions specified in Embraer Service Bulletin 145-27-0115 have been done. If the records review is inconclusive, inspect the engine control box assembly against the Accomplishment Instructions of Embraer Service Bulletin 145-27-0115, Revision 03, dated October 5, 2015, to determine whether the actions specified in Embraer Service Bulletin 145-27-0115 have been done.

(h) Corrective Action

If the check or inspection required by paragraph (g) of this AD indicates that the actions in Embraer Service Bulletin 145-27-0115 have been done: Within 5,000 flight hours or 24 months after the effective date of this AD, whichever occurs first, replace the gust lock lever, in accordance with the Accomplishment Instructions of Embraer Service Bulletin 145-27-0126, dated October 6, 2015.

(i) Acceptable Alternative

Modification of the airplane to a pre-modification condition (configuration before incorporating Embraer Service Bulletin 145-27-0115), within the compliance times specified in paragraph (h) of this AD, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Agência Nacional de Aviação Civil (ANAC); or ANAC's authorized Designee, is acceptable for compliance with paragraph (h) of this AD.

(j) Prohibited Modification

As of the effective date of this AD, do not accomplish the actions specified in Embraer Service Bulletin 145-27-0115 on any airplane.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Brazilian Airworthiness Directive 2016-07-01, dated July 18, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0250.

(2) For more information about this AD, contact Todd Thompson, Aerospace Engineer, International Branch, ANM-116, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1175; fax 425-227-1149.

(m) Material Incorporated by Reference

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

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

(i) Embraer Service Bulletin 145-27-0115, Revision 03, dated October 5, 2015.

(ii) Embraer Service Bulletin 145-27-0126, dated October 6, 2015.

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

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

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

Issued in Renton, Washington, on July 19, 2017.

Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2017-15-17 Airbus: Amendment 39-18977; Docket No. FAA-2016-9055; Directorate Identifier 2016-NM-071-AD.

(a) Effective Date

This AD is effective September 5, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, on which Airbus Modification 10221 was embodied in production.

- (1) Airbus Model A300 B4-605R and B4-622R airplanes.
- (2) Airbus Model A300 C4-605R Variant F airplanes.
- (3) Airbus Model A300 F4-605R and F4-622R airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by the detection of cracking that originated from the fastener holes in the forward fitting lower radius of frame (FR) 40. We are issuing this AD to detect and correct cracking in the forward fitting lower radius of FR 40. Such cracking could reduce the structural integrity of the fuselage.

(f) Compliance

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

(g) Inspection

At the later of the compliance times specified in paragraphs (g)(1) and (g)(2) of this AD, do a high frequency eddy current (HFEC) inspection of the lower area of the FR 40 radius for cracking, in accordance with paragraph 4.2.2 in Airbus Alert Operators Transmission (AOT) A57W009-16, Rev 01, including Appendices 1 and 2, dated July 13, 2016.

- (1) Prior to exceeding 19,000 total flight cycles or 41,000 total flight hours since the airplane's first flight, whichever occurs first.
- (2) Within 300 flight cycles or 630 flight hours after the effective date of this AD, whichever occurs first.

(h) Additional Inspection for Previously Inspected Airplanes

For airplanes on which the HFEC inspection required by paragraph (g) of this AD was accomplished before the effective date of this AD using the procedures in Airbus AOT A57W009-16, Rev 00, including Appendices 1 and 2, dated February 25, 2016: Within 300 flight cycles or 630 flight hours after the effective date of this AD, whichever occurs first, do a one-time additional HFEC inspection of the lower area of the FR 40 radius for cracking, in accordance with paragraph 4.2.2 in Airbus AOT A57W009-16, Rev 01, including Appendices 1 and 2, dated July 13, 2016.

(i) Corrective Action

If any crack is found during the inspection required by paragraph (g) or (h) of this AD: Before further flight, do the applicable corrective actions in accordance with the procedures in Airbus AOT A57W009-16, Rev 01, including Appendices 1 and 2, dated July 13, 2016. Where AOT A57W009-16, Rev 01, including Appendices 1 and 2, dated July 13, 2016, specifies to contact Airbus for appropriate action, accomplish the corrective actions in accordance with the procedures specified in paragraph (m)(2) of this AD.

(j) Optional Service Information for Accomplishing Required Actions

Accomplishment of the actions required by paragraphs (g), (h), and (i) of this AD, in accordance with, and at the compliance times specified in, the Accomplishment Instructions of Airbus Service Bulletin A300-57-6120, dated April 28, 2017, is acceptable for compliance with the requirements of those paragraphs.

(k) Reporting Requirement

Submit a report of all findings (both positive and negative) from the inspection required by paragraph (g) of this AD to Airbus Customer Services through TechRequest on Airbus World (<https://w3.airbus.com/>) by selecting Engineering Domain and ATA 57-10; or submit the results to Airbus in accordance with the procedures in Airbus Service Bulletin A300-57-6120, dated April 28, 2017.

(1) For airplanes on which the inspection specified in paragraph (g) of this AD is accomplished on or after the effective date of this AD: Submit the report within 30 days after performing the inspection.

(2) For airplanes on which the inspection specified in paragraph (g) of this AD is accomplished before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(l) Credit for Previous Actions

This paragraph provides credit for the action required by paragraph (g) of this AD, if that action was done before the effective date of this AD using Airbus AOT A57W009-16, Rev 00, including Appendices 1 and 2, dated February 25, 2016, provided the inspection required by paragraph (h) of this AD is accomplished.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or

local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to the attention of the person identified in paragraph (n)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

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

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

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0179, dated September 12, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9055.

(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Branch, ANM-116, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149.

(o) Material Incorporated by Reference

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

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

(i) Airbus Alert Operators Transmission A57W009-16, Rev 01, including Appendices 1 and 2, dated July 13, 2016.

(ii) Airbus Service Bulletin A300-57-6120, dated April 28, 2017.

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

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

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

Issued in Renton, Washington, on July 19, 2017.

Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.