

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2014-17

8/11/2014 - 8/24/2014



Federal Aviation Administration
Engineering Procedures Office, AIR-110
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 2014-01			
2013-25-04		Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE., -100 SU, ERJ 170-200 LR, -200 SU, -200 STD, ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, ERJ 190-200 STD, -200 LR, and -200 IGW
2013-25-06		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-01 2013-26-02		CFM International S.A. Bombardier, Inc.	CFM56-3 series and CFM56-7B series turbofan engines CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2013-26-03	S 2011-24-09	Airbus	A340-211, A340-212, A340-213, A340-311, A340-312, A340-313, A340-541, and A340-642
2013-26-04 2013-26-06	S 2010-19-01	The Boeing Company Rolls-Royce Corporation	747-400, -400D, and -400F series AE 3007A, A1, A1/1, A1/2, A1/3, A1P, A1E, and A3 turbofan engines
2013-26-07		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2013-26-08 2013-26-10		The Boeing Company Rolls-Royce plc	737-600, -700, -700C, -800, -900, and -900ER series RB211-524G2-19, RB211-524G3-19, RB211-524H-36, and RB211-524H2-19 turbofan engines
2013-26-12	S 2009-14-02	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
Biweekly 2014-02			
There were no AD's published in this Large Bi-weekly period			
Biweekly 2014-03			
2013-24-04	S 2003-19-11	Learjet Inc.	60
2013-25-03	S 2000-17-05 S 2001-04-09	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-01-04		Bae Systems (Operations) Limited	BAe 146-100A, -200A, -300A, Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2014-01-05 2014-02-01	S 2011-03-13	The Boeing Company Bombardier, Inc.	737-100, -200, -200C, -300, -400, and -500 series CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
Biweekly 2014-04			
2014-03-07 2014-03-08	S 2009-26-16	The Boeing Company Airbus	MD-11 and MD-11F A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-03-09		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, -500, ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-03-14		Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-03-16		Rolls-Royce Deutschland Ltd & Co. KG	Tay 620-15, 650-15, and 651-54 turbofan engines
2014-03-17		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604 Variants)
Biweekly 2014-05			
2014-01-03 2014-03-04 2014-03-05 2014-03-06		Saab AB, Saab Aerosystems Bombardier, Inc. Bombardier, Inc. Boeing	340A (SAAB/SF340A) and SAAB 340B DHC-8-400, -401, and -402 BD-700-1A10 737-100, -200, -200C, -300, -400, and -500 series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-03-12	S 2002-23-19	Dassault Aviation	FALCON 2000
2014-03-13		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-03-15	S 2008-14-16	328 Support Services GmbH	328-100, 328-300
2014-03-19		Boeing	737-600, -700, -800, -900, and -900ER series
2014-03-21		Boeing	727-200 and 727-200F series
2014-04-05		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-04-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2014-05-02	S 2002-10-11	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-03		Boeing	777-200, -200LR, -300, -300ER, and -777F series
2014-05-05		Boeing	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-06			
2014-05-09	S 2012-12-08	Boeing	777-200 and -300 series
2014-05-12	S 2010-15-08	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-13	S 2004-12-07	Boeing	757-200, -200PF, and -200CB series
2014-05-16		Boeing	747-200B, 747-300, 747-400, 747-400D, 747-400F, 767-200, -300, -300F, and -400ER series
2014-05-18		Bombardier	DHC-8-400, -401, and -402
2014-05-19		Boeing	747-200B, 747-200F, 747-300, 747SP, 747-400, 747-400F, 767-300 series
2014-05-20		Boeing	757-200, -200PF, -200CB, and -300 series
2014-05-21	S 2008-11-04	Boeing	737-100, -200, -200C, -300, -400, and -500 series
2014-05-22		Boeing	717-200
2014-05-23		Bombardier	BD-100-1A10 (Challenger 300)
2014-05-24	S 84-19-01	Boeing	747-100, 747-200B, and 747-200F series
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
2014-05-30	S 2013-07-07	Boeing	737-600, -700, -700C, -800, -900, and -900ER series
2014-06-02		Boeing	747-400 series
Biweekly 2014-07			
2013-26-14	S 2008-08-04	Airbus	A318, A319, A320, A321
2014-04-09		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-04-10		Airbus	A330, A340 airplanes
2014-05-14		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2014-05-17		Bombardier	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2014-05-27		Rockwell Collins	Mode S transponders
2014-05-28		Bombardier	DHC-8-400, -401, and -402
2014-05-31	S 2008-08-25	Boeing	747-400F, 747-400 series
2014-05-32		Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-06-04		Boeing	747-8 and 747-8F series
2014-06-05	S 2007-03-02	Rolls-Royce Deutschland	Tay 620-15, Tay 650-15 and Tay 651-54 turbofan engines
2014-06-08		Bombardier	DHC-8-101, -102, -103, -106, -201, -202, -301, -311, and -315
2014-06-09	S 2009-18-18	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, -500 ; ATR72-101, -201, -102, -202, -211, -212, and -212A
2014-06-10	S 2014-06-10	Airbus	A330, A340
2014-07-02		Rolls-Royce Deutschland	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2014-08			
2014-05-32	COR	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2240, PW2337, PW2643, and F117-PW-100 turbofan engines
2014-07-03		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-07-05		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-08-02		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R
2014-08-03		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2014-08-05		Rolls-Royce Deutschland Ltd & Co KG	BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan engines
Biweekly 2014-09			
2013-25-02	S 2000-11-06	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-07-01		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
2014-08-01	S 2014-03-08	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-08-04	S 2012-03-04	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-08-08		The Boeing Company	737-200, -200C, -300, -400, and -500 series
2014-08-09		The Boeing Company	767-200, -300, -300F, and -400ER series
2014-08-11	S 2009-24-07	The Boeing Company	737-600, -700, -700C, -800 and -900 series
2014-09-05		Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, A330-343, A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313
2014-09-06		The Boeing Company	777F series
Biweekly 2014-10			
2014-09-08	S 2007-16-19	The Boeing Company	747-200B, 747-300, and 747-400 series
2014-09-10		The Boeing Company	767-200, -300, -300F, and -400ER series
Biweekly 2014-11			
2014-09-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2014-09-09		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
Biweekly 2014-12			
2008-21-07R1		Dowty Propellers	R408/6-123-F/17 propellers
2014-11-01		The Boeing Company	777-200 and -300 series
2014-11-04		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343 A340-211, -212, -213, -311, -312, -313, -541, and -642
2014-11-06		Lockheed	P-3A or P3A
2014-12-03		Rolls-Royce Deutschland	BR700-725A1-12 turbofan engines
2014-12-52	E	Honeywell International	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines
Biweekly 2014-13			
2014-12-06		Airbus	A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2014-12-10		The Boeing Company	727-100 series
2014-13-03		Rolls-Royce plc	RB211 Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, and 560A2-61 turbofan engines

LARGE AIRCRAFT

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

Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces

Biweekly 2014-14

2014-12-02		Dassault Aviation	FALCON 2000 and FALCON 2000EX
2014-12-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2014-12-52	S 2014-12-52	Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines
2014-13-02		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17 turbofan engines
2014-14-01		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2014-14-02		Pratt & Whitney Canada Corp.	PW120, PW121, PW121A, PW124B, PW127, PW127E, PW127F, PW127G and PW127M turboprop engines

Biweekly 2014-15 (AD 2014-15-01 was originally left off this Biweekly, but was added Oct. 23, 2014, and also will be included in Large AD Biweekly 2014-22)

2014-11-03		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2014-11-10	S 2008-08-09	Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2014-13-06		Learjet Inc.	45 airplanes
2014-13-07		The Boeing Company	737-300, -400, and -500 series airplanes; 737-600, -700, -700C, -800, -900, and -900ER series airplanes
2014-13-10		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2014-13-11		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body series airplanes; 720 and 720B series airplanes
2014-13-14		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2014-13-15		EADS CASA	CN-235-300 airplanes
2014-13-16		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) airplanes
2014-13-17		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2014-13-18		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2014-14-03	S 2014-07-01	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
2014-14-05		Airbus	A320-211, -212, and -231 airplanes
2014-14-06		Airbus	A318-111 and -112; A319-111, -112, -113, -114, and -115; A320-111, -211, -212, and -214; A321-111, -112, -211, -212, and -213 airplanes
2014-15-01		M7 Aerospace LLC	SA227-AT, SA227-AC, SA227-BC, SA227-CC, SA227-DC airplanes
2014-15-03		Pratt & Whitney Canada Corporation	PW150A turboprop engines

Biweekly 2014-16

2014-13-12		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-13-13		Fokker Services B.V.	F.28 Mark 0070 and 0100
2014-14-04	S 2003-18-10	The Boeing Company	767-200, -300, -300F, and -400ER series
2014-15-04		Saab AB, Saab Aerosystems	SAAB 2000
2014-15-05		Airbus	A310-304, -322, -324, and -325
2014-15-06		The Boeing Company	747-100B SUD, 747-200B, 747-300, 747-400, and 747-400D series
2014-15-07		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2014-15-08		Beechcraft Corporation	Hawker 800XP, 850XP, and 900XP
2014-15-09		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642

LARGE AIRCRAFT

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

Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces

2014-15-10

Dassault Aviation

FALCON 7X

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2014-15-11		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2014-15-12		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2014-15-14		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
2014-15-15		Beechcraft Corporation	MU-300, 400, 400A, 400T (T-1A), and 400T (TX)
2014-15-16		Airbus	A319-111, -112, -115, -132, -133, A320-214, -232, -233, A321-211, -231, and -232
2014-15-17		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant)
Biweekly 2014-17			
2013-13-13		Airbus	A310-203, -204, -221, -222, 304, -322, -324, -325, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2014-15-13	R 2005-15-04	Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), and CL-600-2B16 (CL-604 Variant)
2014-15-20		Bombardier, Inc.	DHC-8-400, -401, and -402
2014-15-21	S 2006-26-06	The Boeing Company	777-200 and -300 series
2014-16-02		Bombardier, Inc.	CL-600-1A11 (CL-600)
2014-16-04	R 2008-14-17	Airbus	A330-201, -202, -203, -223, -243, A340-311, -312, and -313
2014-16-06		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant)
2014-16-07	R 2011-15-09	Bombardier, Inc.	DHC-8-400, -401, and -402
2014-16-08		Bombardier, Inc.	CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant)
2014-16-09		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body, 707-300, -300B, -300C, and -400 series, 720 and 720B series, 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series, 737-100, -200, and -200C series
2014-16-10	S 2013-12-01	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2014-16-11		The Boeing Company	777-200 series
2014-16-14		The Boeing Company	737-600, -700, -700C, -800, and -900 series
2014-16-16		Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW
2014-16-19	See AD	Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2014-16-20		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203
2014-16-22		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, -313, A340-541 and -642
2014-17-51	E	Bombardier, Inc.	CL-600-2B16



2013-13-13 Airbus Airplanes: Amendment 39-17501. Docket No. FAA-2012-1158; Directorate Identifier 2011-NM-232-AD.

(a) Effective Date

This AD becomes effective September 23, 2014.

(b) Affected ADs

This AD affects AD 2011-10-17, Amendment 39-16698 (76 FR 27875, May 13, 2011).

(c) Applicability

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

(1) Model A310-203, -204, -221, -222, 304, -322, -324, and -325 airplanes.

(2) Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by revisions of certain Airbus Airworthiness Limitation Items (ALI) documents, which require more restrictive maintenance requirements and airworthiness limitations. We are issuing this AD to prevent fatigue cracking, damage, or corrosion in principal structural elements, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

(1) For Model A300-600 series airplanes: Within 3 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the structural inspections and inspection intervals defined in Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010. The initial compliance time for accomplishing the inspections is at the later of the times specified in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD.

(i) At the applicable times specified in Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010, except as specified in paragraphs (g)(1)(i)(A) and (g)(1)(i)(B) of this AD.

(A) For actions identified in Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010; and Airbus TR 13.1, dated February 2011, to the Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010: Use the applicable compliance time specified in Airbus Temporary Revision (TR) 13.1, dated February 2011, to the Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010.

(B) Where compliance times in paragraph 3., "Special Compliance Times," in the "Record of Revisions" section of Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, specify "from approval date of A300-600 ALI Document Issue 13," "from date approval of A300-600 ALI Document Issue 13," or "from A300-600 ALI Document Issue date of publication," for this AD use "after the effective date of this AD" for those compliance times.

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

(2) For Model A310 series airplanes: Within 3 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the structural inspections and inspection intervals defined in Airbus A310 Airworthiness Limitation Items Document AI/SE-M2/95A.1309/07, Issue 8, dated October 2010. The initial compliance time for accomplishing the inspections is at the later of the times specified in paragraph (g)(2)(i) and (g)(2)(ii) of this AD.

(i) At the applicable times specified in Airbus A310 Airworthiness Limitation Items Document AI/SE-M2/95A.1309/07, Issue 8, dated October 2010; except where compliance times in paragraph 3., "Special Compliance Times," in the "Record of Revisions" section of Airbus A310 Airworthiness Limitation Items Document AI/SE-M2/95A.1309/07, Issue 8, dated October 2010, specify "from date of approval of ALI Document Issue 8," or "from date approval of the ALI document Issue 8," for this AD use "after the effective date of this AD" for those compliance times.

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

(h) Terminating Action for AD 2011-10-17, Amendment 39-16698 (76 FR 27875, May 13, 2011)

Accomplishing the revision required by paragraph (g) of this AD terminates the actions required by paragraph (s) of AD 2011-10-17, Amendment 39-16698 (76 FR 27875, May 13, 2011) for that airplane only.

(i) New Alternative Inspections and Inspection Intervals Limitation

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

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2011-0198, dated October 19, 2011, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!docketDetail;D=FAA-2012-1158-0002>.

(l) Material Incorporated by Reference

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

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

(i) Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010.

(ii) Airbus A310 Airworthiness Limitation Items Document AI/SE-M2/95A.1309/07, Issue 8, dated October 2010. Page APXD-362 (which contains Illustration 2 of 2 of Figure 575141) of this document does not contain an issue date or page number.

(iii) Airbus Temporary Revision 13.1, dated February 2011, to Airbus A300-600 Airworthiness Limitation Items Document AI/SE-M2/95A.1310/07, Issue 13, dated October 2010.

(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 30, 2014.

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



2014-15-13 Bombardier, Inc.: Amendment 39-17915. Docket No. FAA-2013-1065; Directorate Identifier 2011-NM-230-AD.

(a) Effective Date

This AD becomes effective September 25, 2014.

(b) Affected ADs

This AD replaces AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005).

(c) Applicability

This AD applies to Bombardier, Inc. airplanes, certificated in any category, as identified in paragraphs (c)(1) through (c)(4) of this AD.

(1) Model CL-600-1A11 (CL-600) airplanes, serial numbers 1004 through 1085 inclusive.

(2) Model CL-600-2A12 (CL-601) airplanes, serial numbers 3001 through 3066 inclusive;

(3) Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes, serial numbers 5001 through 5194 inclusive.

(4) Model CL-600-2B16 (CL-604 Variant) airplanes, serial numbers 5301 through 5573 inclusive, 5579, and 5595.

(5) This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (r) of this AD. The request should include a description of changes to the required actions that will ensure the continued damage tolerance of the affected structure.

(d) Subject

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

(e) Reason

This AD was prompted by reports that landing gear parts that have safe-life limits but do not have serial numbers (S/Ns) or part numbers (P/Ns) can be removed from one landing gear and re-installed on another, making tracking difficult. We are issuing this AD to prevent life-limited landing gear parts from being used beyond their safe-life limits, which could lead to collapse of the landing gear.

(f) Compliance

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

(g) Retained Requirement To Add S/Ns or P/Ns

This paragraph restates the actions required by paragraph (f) of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005), with revised affected airplanes. Except for Model CL-600-2B16 airplanes having S/Ns 5514 through 5595 inclusive: At the applicable compliance time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, add serial numbers and part numbers, as applicable, to the parts identified in the applicable service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD. Do all actions in accordance with the applicable service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(1) For parts identified in Bombardier Service Bulletin 600-0710, Revision 01, dated December 15, 2003; and Bombardier Service Bulletin 601-0546, Revision 01, dated December 15, 2003; as having a compliance time of "five years for the parts listed in Part A": Within 60 months after August 30, 2005 (the effective date of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005)).

(2) For parts identified in Bombardier Service Bulletin 600-0710, Revision 01, dated December 15, 2003; and Bombardier Service Bulletin 601-0546, Revision 01, dated December 15, 2003; as having a compliance time of "ten years for the parts listed in Part B": Within 120 months after August 30, 2005 (the effective date of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005)).

(3) For parts identified in Bombardier Service Bulletin 604-32-014, dated May 31, 2002, as having a compliance time of "no later than a calendar time of 8 years": Within 96 months after August 30, 2005 (the effective date of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005)).

Note 1 to paragraph (g) of this AD: The Bombardier service bulletins identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD refer to the Messier-Dowty service bulletins identified in table 1 to paragraph (g) of this AD as additional sources of guidance for adding part numbers or serial numbers by vibro-peening the numbers on main landing gear (MLG) and nose landing gear (NLG) components that do not have them; and for determining the number of landings for parts without a part number or serial number on which the time since new (TSN) and cycles since new (CSN) have not been tracked.

Table 1 to Paragraph (g) of This AD—Messier-Dowty Service Bulletins

Model—	Landing gear component—	Corresponding bombardier service bulletin(s)—	Messier-Dowty service bulletin—
CL-600-1A11 (CL-600), CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	MLG side strut retraction actuator eye bolt	600-0710 and 601-0546	M-DT SB104467009/010-32-1, dated March 19, 2001.
CL-600-2B16 (CL-604) airplanes	MLG shock strut	604-32-014	M-DT SB19090-32-4, dated March 19, 2001.
CL-600-2B16 (CL-604) airplanes	NLG shock strut	604-32-014	M-DT SB20020-32-5, dated July 12, 2001.
CL-600-1A11 (CL-600), CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	NLG drag brace hinge pin	600-0710 and 601-0546	M-DT SB200814001-32-3, dated March 19, 2001.

CL-600-1A11 (CL-600) airplanes	MLG shock strut	600-0710	M-DT SB200922001/2-32-6, dated March 19, 2001.
CL-600-1A11 (CL-600) airplanes	NLG shock strut	600-0710	M-DT SB200924003/004-32-16, dated July 12, 2001.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	MLG shock strut pin	601-0546	M-DT SB6100-32-10, dated March 19, 2001.
CL-600-1A11 (CL-600), CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	MLG side strut retraction actuator	600-0710 and 601-0546	M-DT SB6500-32-1, dated March 19, 2001.
CL-600-1A11 (CL-600), CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	NLG drag brace hinge pin	600-0710 and 601-0546	M-DT SB7200-32-6, dated March 19, 2001.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	NLG shock strut	601-0546	M-DT SB7300-32-16, dated July 12, 2001.

(h) Retained Requirement—Establishment of the Number of Landings

This paragraph restates the actions required by paragraph (g) of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005), with revised affected airplanes. Except for Model CL-600-2B16 airplanes having S/Ns 5314 through 5595 inclusive: At the applicable time specified in paragraph (g) of this AD, if a component does not have a serial number and the CSN or TSN were not tracked, use the formula in the applicable Messier-Dowty service bulletin specified in table 1 to paragraph (g) of this AD to establish the TSN or CSN, and record the newly calculated TSN or CSN in the airplane log books.

(i) Retained Requirement To Revise the Airworthiness Limitations Section (ALS)

This paragraph restates the revision required by paragraph (h) of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005), with revised affected airplanes. Except for Model CL-600-2B16 airplanes having S/Ns 5514 through 5595 inclusive: Within 30 days after August 30, 2005 (the effective date of AD 2005-15-04), revise the ALS of the applicable Instructions for Continued Airworthiness to reflect the new life limits of the landing gear parts by inserting copies of the Canadair temporary revisions (TR) specified in table 2 to paragraph (i) of this AD into the ALS of the applicable Canadair Time-Limits/Maintenance Check Manual. When the contents of the TRs are included in the general revisions of the ALS, these TRs may be removed provided the relevant information in the ALS is identical to that in the TRs.

Table 2 to Paragraph (i) of This AD—Canadair Temporary Revisions

Model—	Canadair temporary revision—	Manual section—	Applicable canadair time-limits/maintenance check manual—
CL-600-1A11 (CL-600) airplanes	5-116, dated April 11, 2002	5-10-10	PSP 605.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	5-190, dated April 11, 2002	5-10-10	PSP 601-5.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	5-191, dated April 11, 2002	5-10-11	PSP 601-5.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	5-192, dated April 11, 2002	5-10-12	PSP 601-5.
CL-600-2B16 (CL-604) airplanes	5-2-6, dated April 11, 2002	5-10-10	CL-604.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	5-204, dated April 11, 2002	5-10-10	PSP 601A-5.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	5-205, dated April 11, 2002	5-10-11	PSP 601A-5.
CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A and CL-601-3R) airplanes	5-206, dated April 11, 2002	5-10-12	PSP 601A-5.

(j) Retained Parts Installation Limitation

This paragraph restates the limitations specified in paragraph (i) of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005), with revised affected airplanes. Except for Model CL-600-2B16 airplanes having serial numbers 5514 through 5595 inclusive: As of August 30, 2005 (the effective date of AD 2005-15-04), no person may install on any airplane a landing gear part, unless it has had the applicable part number or serial number added in accordance with paragraph (g) of this AD; and has had the number of landings established in accordance with paragraph (h) of this AD.

(k) Retained Stipulation of Information of No Reporting

This paragraph restates the stipulation specified in paragraph (j) of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005). Although the service bulletins identified in paragraph (g) of this AD specify that operators should submit incorporation notices to Bombardier after each new part number or serial number and landings assigned to these parts is added, this AD does not include that action.

(l) New Requirement of this AD: Add Serial Numbers and Part Numbers

(1) For Model CL-600-2B16 (CL-604 Variant) airplanes: Within 96 months after the effective date of this AD, add serial numbers and part numbers, as applicable, to the parts identified in paragraphs (l)(1)(i) and (l)(1)(ii) of this AD, as applicable, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 604-32-014, Revision 02, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(i) For airplanes having S/Ns 5301 through 5513 inclusive: Main fitting/drag stay pin of the NLG having P/N 200811721.

(ii) For airplanes having S/Ns 5301 through 5573 inclusive, 5579, and 5595: NLG crossbeam pins having P/N 200814601 and NLG center hinge pins having P/N 200814624.

(2) For Bombardier Model CL-600-2A12 (CL-601) airplanes and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes: Within 60 months after the effective date of this AD, add serial numbers and part numbers, as applicable, to left and right MLG side strut pins having P/N 6318-1 or 6318-3; and to left and right MLG hinge pins having P/N 6329-3; in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601-0546, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(3) For Bombardier Model CL-600-2A12 (CL-601) airplanes and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes: Within 120 months after the effective date of this AD, add serial numbers and part numbers, as applicable, to NLG main fitting/drag stay pins having P/N 200811721; NLG drag brace pivot pins having P/N 200814601; and left and right MLG pintle pins having P/N 6324-1; in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 601-0546, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(4) For Bombardier Model CL-600-1A11 (CL-600) airplanes: Within 120 months after the effective date of this AD, add serial numbers and part numbers, as applicable, to NLG main fitting/drag stay pins having P/N 200811721 and NLG drag brace pivot pins having P/N 200814601, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 600-0710, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(m) New Requirement of This AD: Establish the Number of Landings (CSN)

At the applicable times specified in paragraph (l) of this AD: If a component does not have a serial number and the CSN were not tracked, use Appendix 1, dated May 9, 2011, of the applicable service bulletin specified in paragraph (m)(1), (m)(2), or (m)(3) of this AD to establish the number of landings (CSN).

(1) Bombardier Service Bulletin 604-32-014, Revision 02, dated May 9, 2011, including Service Bulletin Information Sheet, dated July 6, 2010 (for Bombardier Model CL-600-2B16 (CL-604 Variant) airplanes).

(2) Bombardier Service Bulletin 601-0546, Revision 03, dated May 9, 2011, including Service Bulletin Information Sheet, dated July 6, 2010 (for Model CL-600-2A12 (CL-601) airplanes and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes).

(3) Bombardier Service Bulletin 600-0710, Revision 03, dated May 9, 2011, including Service Bulletin Information Sheet, dated July 6, 2010 (for Bombardier Model CL-600-1A11 (CL-600) airplanes).

(n) New Requirement of This AD: Records Update

Concurrently with the actions specified in paragraphs (l) and (m) of this AD: Record any newly calculated CSN, new part numbers, and new serial numbers in the airplane technical records and manuals.

(o) New Requirement of This AD: Parts Installation Limitation

As of the effective date of this AD, no person may install on any airplane a landing gear part identified in paragraph (l) of this AD, unless it has had the applicable part number or serial number added as required by paragraph (l) of this AD, and had the CSN established as required by paragraph (m) of this AD.

(p) New Action of This AD: Optional Method of Compliance

Accomplishing the action required by paragraph (g) of this AD, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (p)(1), (p)(2), or (p)(3) of this AD, is acceptable for compliance with the requirements of paragraph (g) of this AD.

(1) Bombardier Service Bulletin 601-0546, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010 (for Model CL-600-2A12 (CL-601) airplanes and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes).

(2) Bombardier Service Bulletin 604-32-014, Revision 02, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010 (for Model CL-600-2B16 (CL-604 Variant) airplanes).

(3) Bombardier Service Bulletin 600-0710, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010 (for Model CL-600-1A11 (CL-600) airplanes).

(q) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before August 30, 2005 (the effective date of AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005)), using the applicable service bulletin specified in paragraph (q)(1)(i), (q)(1)(ii), or (q)(1)(iii) of this AD, which are not incorporated by reference in this AD.

(i) Bombardier Service Bulletin 601-0546, dated May 31, 2002 (for Model CL-600-2A12 (CL-601) airplanes and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes).

(ii) Bombardier Service Bulletin 600-0710, dated May 31, 2002 (for Model CL-600-1A11 (CL-600) airplanes).

(iii) Bombardier Service Bulletin 604-32-014, dated May 31, 2002 (for Model CL-600-2B16 (CL-604 Variant) airplanes).

(2) This paragraph provides credit for the addition of serial numbers and part numbers required by paragraph (l) of this AD, if those actions were performed before the effective date of this AD using the applicable service bulletin specified in paragraph (q)(2)(i), (q)(2)(ii), or (q)(2)(iii) of this AD, which are not incorporated by reference in this AD.

(i) Bombardier Service Bulletin 604-32-014, Revision 01, dated October 29, 2007 (for Bombardier Model CL-600-2B16 (CL-604 Variant) airplanes).

(ii) Bombardier Service Bulletin 601-0546, Revision 02, dated October 29, 2007 (for Model CL-600-2A12 (CL-601) airplanes and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes).

(iii) Bombardier Service Bulletin 600-0710, Revision 02, dated October 29, 2007 (for Bombardier Model CL-600-1A11 (CL-600) airplanes).

(3) This paragraph provides credit for the establishment of the CSN required by paragraph (m) of this AD, if those actions were performed before the effective date of this AD using the applicable service bulletin information sheet specified in paragraph (q)(3)(i), (q)(3)(ii), or (q)(3)(iii) of this AD.

(i) Service Bulletin Information Sheet, dated July 6, 2010, of Bombardier Service Bulletin 604-32-014, Revision 01, dated October 29, 2007 (for Bombardier Model CL-600-2B16 (CL-604 Variant) airplanes).

(ii) Service Bulletin Information Sheet, dated July 6, 2010, of Bombardier Service Bulletin 601-0546, Revision 02, dated October 29, 2007 (for Bombardier Model CL-600-2A12 (CL-601) and Model CL-600-2B16 (CL-601-3A and CL-601-3R Variants) airplanes).

(iii) Service Bulletin Information Sheet, dated July 6, 2010, of Bombardier Service Bulletin 600-0710, Revision 02, dated October 29, 2007 (for Bombardier Model CL-600-1A11 (CL-600) airplanes).

(r) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD. AMOCs approved previously in accordance with AD 2005-15-04, Amendment 39-14193 (70 FR 43032, July 26, 2005), are approved as AMOCs for the corresponding provisions of this AD.

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

(s) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directives specified in paragraphs (s)(1)(i), (s)(1)(ii), and (s)(1)(iii) of this AD for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-1065-0002>.

(i) Canadian Airworthiness Directive CF-2003-18R2, dated September 28, 2011.

(ii) Canadian Airworthiness Directive CF-2003-20R1, dated September 28, 2011.

(iii) Canadian Airworthiness Directive CF-2003-21R2, dated September 28, 2011.

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

(t) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 25, 2014.

(i) Bombardier Service Bulletin 600-0710, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(ii) Bombardier Service Bulletin 601-0546, Revision 03, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(iii) Bombardier Service Bulletin 604-32-014, Revision 02, dated May 9, 2011, including Appendix 1, dated May 9, 2011, and Service Bulletin Information Sheet, dated July 6, 2010.

(4) The following service information was approved for IBR on August 30, 2005 (70 FR 43032, July 26, 2005).

(i) Bombardier Service Bulletin 600-0710, Revision 01, dated December 15, 2003.

(ii) Bombardier Service Bulletin 601-0546, Revision 01, dated December 15, 2003.

(iii) Bombardier Service Bulletin 604-32-014, dated May 31, 2002.

(iv) Canadair Temporary Revision 5-116, dated April 11, 2002.

(v) Canadair Temporary Revision 5-190, dated April 11, 2002.

(vi) Canadair Temporary Revision 5-191, dated April 11, 2002.

(vii) Canadair Temporary Revision 5-192, dated April 11, 2002.

(viii) Canadair Temporary Revision 5-2-6, dated April 11, 2002.

(ix) Canadair Temporary Revision 5-204, dated April 11, 2002.

(x) Canadair Temporary Revision 5-205, dated April 11, 2002.

(xi) Canadair Temporary Revision 5-206, dated April 11, 2002.

(xii) Messier-Dowty Service Bulletin M-DT SB104467009/010-32-1, dated March 19, 2001.

(xiii) Messier-Dowty Service Bulletin M-DT SB19090-32-4, dated March 19, 2001.

(xiv) Messier-Dowty Service Bulletin M-DT SB20020-32-5, dated July 12, 2001.

(xv) Messier-Dowty Service Bulletin M-DT SB200814001-32-3, dated March 19, 2001.

(xvi) Messier-Dowty Service Bulletin M-DT SB200922001/2-32-6, dated March 19, 2001.

(xvii) Messier-Dowty Service Bulletin M-DT SB200924003/004-32-16, dated July 12, 2001.

(xviii) Messier-Dowty Service Bulletin M-DT SB6100-32-10, dated March 19, 2001.

(xix) Messier-Dowty Service Bulletin M-DT SB6500-32-1, dated March 19, 2001.

(xx) Messier-Dowty Service Bulletin M-DT SB7200-32-6, dated March 19, 2001.

(xxi) Messier-Dowty Service Bulletin M-DT SB7300-32-16, dated July 12, 2001.

(5) For Bombardier, Inc./Canadair 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>. For Messier-Dowty service information identified in this AD, contact Messier Services Americas, Customer Support Center, 45360 Severn Way, Sterling, VA 20166-8910.

(6) 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.

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

Issued in Renton, Washington, on July 17, 2014.

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



2014-15-20 Bombardier, Inc.: Amendment 39-17923. Docket No. FAA-2013-1068; Directorate Identifier 2013-NM-196-AD.

(a) Effective Date

This AD becomes effective September 19, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4446 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 36, Pneumatic.

(e) Reason

This AD was prompted by reports of failure of the high pressure shutoff valves (HPSOVs) causing the timer and monitor unit (TMU) to become inoperative since the HPSOV and the TMU are on the same circuit breaker. We are issuing this AD to prevent an inoperative TMU, which could result in the loss of the automatic de-icing mode, and lead to an increased workload for the flight crew and loss of control of the airplane.

(f) Compliance

You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

(g) Segregation of the HPSOV Power Supply From the TMU

Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first: Do a wiring modification to segregate the HPSOV power supply from the TMU, by incorporating Bombardier ModSum Package 4-110595, Revision C, dated May 14, 2013, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-36-04, Revision B, dated January 2, 2014.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-36-04, dated March 13, 2013; or Bombardier Service Bulletin 84-36-04, Revision A, dated April 17, 2013.

(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 New York ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-27, dated September 25, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov#!documentDetail;D=FAA-2013-1068-0002>.

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

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-36-04, Revision B, dated January 2, 2014.

(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 18, 2014.
John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2014-15-21 The Boeing Company: Amendment 39-17924; Docket No. FAA-2013-0468; Directorate Identifier 2012-NM-147-AD.

(a) Effective Date

This AD is effective September 19, 2014.

(b) Affected ADs

This AD supersedes AD 2006-26-06, Amendment 39-14864 (71 FR 77586, December 27, 2006).

(c) Applicability

This AD applies to The Boeing Company Model 777-200 and -300 series airplanes, certificated in any category, equipped with Rolls-Royce engines.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine exhaust.

(e) Unsafe Condition

This AD was prompted by reports of cracked outer V-blade fittings at the hinge beam end of Rolls-Royce engine thrust reversers, on airplanes on which the optional terminating action was done. We are issuing this AD to prevent separation of a thrust reverser from the airplane during normal reverse thrust or during a refused takeoff, which could result in unexpected thrust asymmetry and a possible runway excursion.

(f) Compliance

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

(g) Retained Repetitive Inspections With New Service Information

This paragraph restates the requirements of paragraph (f) of AD 2006-26-06, Amendment 39-14864 (71 FR 77586, December 27, 2006), with new service information. For Group 1, Configuration 1, airplanes, as identified in Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012: Do the detailed inspections to detect cracks in the outer V-blade of the thrust reversers. Do the inspections in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-78-0064, Revision 1, dated November 30, 2006; or Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012. Do the inspections at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-78-0064, Revision 1, dated November 30, 2006; except where Boeing Special Attention Service Bulletin 777-78-0064, Revision 1, dated November 30, 2006, specifies an initial compliance time after the date on that service bulletin, this AD requires compliance within the specified time

after January 11, 2007 (the effective date of AD 2006-26-06). Do applicable corrective actions before further flight, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-78-0064, Revision 1, dated November 30, 2006; or Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012; or paragraph (m) of this AD. As of the effective date of this AD, use only Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012, to accomplish the actions required by this paragraph.

(h) Retained Credit for Previous Actions

This paragraph restates the credit provisions for the actions specified in paragraph (g) of AD 2006-26-06, Amendment 39-14864 (71 FR 77586, December 27, 2006). For Group 1, Configuration 1, airplanes as identified in Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012. This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before January 11, 2007 (the effective date of AD 2006-26-06), using Boeing Special Attention Service Bulletin 777-78-0064, dated August 7, 2006.

(i) Retained Optional Terminating Action With New Requirements and New Service Information

This paragraph restates the optional terminating action specified in paragraph (i) of AD 2006-26-06, Amendment 39-14864 (71 FR 77586, December 27, 2006), with new service information. Accomplishment of the actions specified in paragraph (i)(1) or (i)(2) of this AD terminates the requirements of paragraph (g) of this AD. For airplanes on which this terminating action has been accomplished, operators must do the inspection required by paragraph (j) of this AD.

(1) Accomplishment of the applicable inspections and related investigative/corrective actions before the effective date of this AD, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-78-0061, dated July 6, 2006; except, where Boeing Special Attention Service Bulletin 777-78-0061, dated July 6, 2006, specifies to contact the manufacturer for appropriate action, repair before further flight using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(2) Accomplishment of the applicable modification, inspections, and related investigative/corrective actions, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-78-0061, Revision 1, dated August 28, 2007; except, where Boeing Special Attention Service Bulletin 777-78-0061, Revision 1, dated August 28, 2007, specifies to contact the manufacturer for appropriate action, repair before further flight using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(j) New Repetitive Inspections

For airplanes in Group 1, Configuration 2, and Groups 2 and 3, as identified in Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012, except as provided by paragraph (k) of this AD, do a detailed inspection for cracking of the outer V-blade fittings at the latch beam end and hinge beam end of each thrust reverser half, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012.

(1) If no cracking is found, repeat the inspections thereafter at the times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012.

(2) If any cracking is found, before further flight, replace the affected thrust reverser half with a serviceable thrust reverser half, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012. Repeat the

inspections thereafter at the times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012.

(k) Service Information Exception

Where Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012, specifies an initial compliance time "after the date on Revision 2 of this service bulletin," this AD requires compliance within the specified time after the effective date of this AD.

(l) Reporting Not Required

Although Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(m) 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 the Related Information section 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 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. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

(4) AMOCs approved previously in accordance with AD 2006-26-06, Amendment 39-14864 (71 FR 77586, December 27, 2006), are not approved as AMOCs for this AD.

(n) Related Information

(1) For more information about this AD, contact Narinder Luthra, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6513; fax: 425-917-6590; email: narinder.luthra@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference may be obtained at the addresses specified in paragraphs (o)(5) and (o)(6) of this AD.

(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 the AD specifies otherwise.

(3) The following service information was approved for IBR on September 19, 2014.

(i) Boeing Special Attention Service Bulletin 777-78-0061, Revision 1, dated August 28, 2007.

(ii) Boeing Special Attention Service Bulletin 777-78-0064, Revision 2, dated June 14, 2012.

(4) The following service information was approved for IBR on January 11, 2007 (71 FR 77586, December 27, 2006).

(i) Boeing Special Attention Service Bulletin 777-78-0061, dated July 6, 2006.

(ii) Reserved.

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

(6) You may view this service information at 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.

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

Issued in Renton, Washington, on July 23, 2014.

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



2014-16-02 Bombardier, Inc.: Amendment 39-17926. Docket No. FAA-2014-0490; Directorate Identifier 2014-NM-133-AD.

(a) Effective Date

This AD becomes effective August 12, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-1A11 (CL-600) airplanes, certificated in any category, serial numbers 1004 through 1085.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine Exhaust.

(e) Reason

This AD was prompted by reports of partial deployment of an engine thrust reverser in-flight caused by a failure of the translating sleeve at the thrust reverser attachment points. We are issuing this AD to detect and correct cracks of the translating sleeve at the thrust reverser actuator attachment points, which could result in deployment or dislodgement of an engine thrust reverser in-flight and subsequent reduced control of the airplane.

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revision

Within 1 calendar day after the effective date of this AD: Revise the applicable sections of the AFM to include the information specified in the temporary revisions (TRs) identified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, as applicable. These TRs introduce procedures to prohibit thrust reverser operation. Operate the airplane according to the limitations and procedures in the TRs identified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, as applicable. The revision required by paragraph (g) of this AD may be done by inserting copies of the applicable TRs identified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD into the AFM. When these TRs have been included in general revisions of the AFM, the general revisions may be inserted in the AFM, provided the relevant information in the general revision is identical to that in the applicable TRs, and the TRs may be removed.

(1) Canadair TR 600/29, dated June 20, 2014, to the Canadair CL-600-1A11 AFM.

(2) Canadair TR 600/30, dated June 6, 2014, to the Canadair CL-600-1A11 AFM.

(3) Canadair TR 600-1/24, dated June 20, 2014, to the Canadair CL-600-1A11 AFM (Winglets) including Erratum, Publication No. PSP 600-1AFM (US), TR No. 600-1/24, June 20, 2014.

(4) Canadair TR 600-1/26, dated June 6, 2014, to the Canadair CL-600-1A11 AFM (Winglets).

(h) Repetitive Inspections

Within 25 flight cycles or 90 days, whichever occurs first, after the effective date of this AD, do detailed inspections (including a borescope inspection) of both engine thrust reversers for cracks, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014.

(1) If no cracking is found during any inspection required by paragraph (h) of this AD, repeat the inspection required by paragraph (h) of this AD thereafter at intervals not to exceed 100 flight cycles until the modification specified in paragraph (i) of this AD is done.

(2) If any cracking is found during any inspection required by paragraph (h) of this AD, before further flight, modify the thrust reversers on both engines, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014.

(i) Optional Terminating Modification

Modifying the thrust reversers on both engines, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014, terminates the inspections required by paragraph (h) of this AD.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (h) and (i) of this AD, if those actions were performed before the effective date of this AD using Bombardier Alert Service Bulletin A600-0769, dated June 19, 2014, which is not incorporated by reference in this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Emergency Airworthiness Directive CF-2014-19, dated June 20, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0490.

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

(m) Material Incorporated by Reference

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

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

(i) Bombardier Alert Service Bulletin A600-0769, Revision 01, dated June 26, 2014.

(ii) Canadair Temporary Revision 600/29, dated June 20, 2014, to the Canadair CL-600-1A11 Airplane Flight Manual.

(iii) Canadair Temporary Revision 600/30, dated June 6, 2014, to the Canadair CL-600-1A11 Airplane Flight Manual.

(iv) Canadair Temporary Revision 600-1/24, dated June 20, 2014, to the Canadair CL-600-1A11 Airplane Flight Manual (Winglets) including Erratum, Publication No. PSP 600-1AFM (US), TR No. 600-1/24, June 20, 2014.

(v) Canadair Temporary Revision 600-1/26, dated June 6, 2014, to the Canadair CL-600-1A11 Airplane Flight Manual (Winglets).

(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 August 4, 2014.

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



2014-16-04 Airbus: Amendment 39-17928. Docket No. FAA-2014-0121; Directorate Identifier 2013-NM-151-AD.

(a) Effective Date

This AD becomes effective September 19, 2014.

(b) Affected ADs

This AD replaces AD 2008-14-17, Amendment 39-15612 (73 FR 40958, July 17, 2008).

(c) Applicability

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

(1) Airbus Model A330-201, -202, -203, -223, and -243 airplanes, all manufacturer serial numbers (MSNs), on which Airbus Modification 44205 has been embodied in production, except those on which Airbus Modification 52974 or Modification 53223 has been embodied in production.

(2) Airbus Model A340-311, -312, and -313 airplanes, all MSNs on which Airbus Modification 44205 has been embodied in production, except those on which Airbus Modification 52974, Modification 53223, or Modification 45012 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a determination from a fatigue and damage tolerance evaluation that the compliance time of the high frequency eddy current (HFEC) inspection for cracking, and modification of the upper shell structure of the fuselage needs to be revised. We are issuing this AD to detect and correct damage of the upper shell structure at the skin and frame interface, which could result in reduced structural integrity of the airframe.

(f) Compliance

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

(g) Retained Inspection

This paragraph restates the requirements of paragraph (f)(1) of AD 2008-14-17, Amendment 39-15612 (73 FR 40958, July 17, 2008), with reduced compliance times and revised service information. For Airbus Model A330-200 series airplanes, as identified in paragraph (c) of this AD, on which Modification 45012 has been embodied in production: Within the applicable compliance times specified in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD, do the HFEC inspection for

cracking, and corrective actions as applicable; and modify the upper shell structure of the fuselage; in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3152, Revision 3, dated December 22, 2011. Do all applicable corrective actions before further flight.

(1) For airplanes pre-modification 48827 with short range utilization: At the later of the times specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) Prior to 24,400 total flight cycles or 85,400 total flight hours, whichever occurs first.

(ii) Within 12 months after the effective date of this AD without exceeding 25,400 total flight cycles.

(2) For airplanes pre-modification 48827 with long range utilization: At the later of the times specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) Prior to 18,900 total flight cycles or 122,900 total flight hours, whichever occurs first.

(ii) Within 12 months after the effective date of this AD without exceeding 25,400 total flight cycles.

(3) For airplanes post-modification 48827 with short range utilization: At the later of the times specified in paragraph (g)(3)(i) or (g)(3)(ii) of this AD.

(i) Prior to 16,400 total flight cycles or 57,400 total flight hours, whichever occurs first.

(ii) Within 12 months after the effective date of this AD without exceeding 17,100 total flight cycles or 94,700 total flight hours, whichever occurs first.

(4) For airplanes post-modification 48827 with long range utilization: At the later of the times specified in paragraph (g)(4)(i) or (g)(4)(ii) of this AD.

(i) Prior to 12,700 total flight cycles or 82,700 total flight hours, whichever occurs first.

(ii) Within 12 months after the effective date of this AD without exceeding 17,100 total flight cycles or 94,700 total flight hours, whichever occurs first.

(h) Retained Modification

This paragraph restates the requirements of paragraph (f)(2) of AD 2008-14-17, Amendment 39-15612 (73 FR 40958, July 17, 2008), with revised paragraph formatting. For Airbus Model A330-200 and A340-300 series airplanes as identified in paragraph (c) of this AD, on which Modification 45012 has not been embodied in production: At the later of the compliance times specified in paragraphs (h)(1) and (h)(2) of this AD, modify the upper shell structure of the fuselage, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-53-3157, or Airbus Service Bulletin A340-53-4163, both dated July 5, 2006, as applicable.

(1) For the airplanes identified in paragraphs (h)(1)(i) and (h)(1)(ii) of this AD.

(i) For Model A330-200 series airplanes, prior to 6,600 total flight cycles.

(ii) For Model A340-300 series airplanes, prior to 14,000 total flight cycles.

(2) Within 90 days after August 21, 2008 (the effective date of AD 2008-14-17, Amendment 39-15612 (73 FR 40958, July 17, 2008)).

(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 the service information specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD.

(1) Airbus Service Bulletin A330-53-3152, dated April 10, 2007, which was incorporated by reference in AD 2008-14-17, Amendment 39-15612 (73 FR 40958, July 17, 2008).

(2) Airbus Service Bulletin A330-53-3152, Revision 1, dated May 5, 2009, which is not incorporated by reference in this AD.

(3) Airbus Service Bulletin A330-53-3152, Revision 2, dated July 27, 2011, which is not incorporated by reference in this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0158, dated July 22, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0121-0002>.

(2) Service information identified in this AD that is not incorporated by reference in this AD is available at the addresses specified in paragraphs (1)(5) and (1)(6) 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.

(3) The following service information was approved for IBR on September 19, 2014.

(i) Airbus Service Bulletin A330-53-3152, Revision 3, dated December 22, 2011.

(ii) Reserved.

(4) The following service information was approved for IBR on August 21, 2008 (73 FR 40958, July 17, 2008).

(i) Airbus Service Bulletin A330-53-3157, dated July 5, 2006.

(ii) Airbus Service Bulletin A340-53-4163, dated July 5, 2006.

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

(6) 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.

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

Issued in Renton, Washington, on July 23, 2014.
John P. Piccola,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2014-16-06 Bombardier, Inc.: Amendment 39-17930. Docket No. FAA-2014-0250; Directorate Identifier 2013-NM-165-AD.

(a) Effective Date

This AD becomes effective September 23, 2014.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Air Transport Association (ATA) of America Code 22, Autopilot System; and Code 27, Rudder Actuator.

(e) Reason

This AD was prompted by reports of in-flight uncommanded rudder movements. We are issuing this AD to prevent in-flight uncommanded rudder movements, which could lead to structural failure and subsequent loss of the airplane.

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revision

Within 30 days after the effective date of this AD, revise the Emergency Procedures Section of the applicable Bombardier AFM to incorporate the uncommanded yaw motion procedure specified in paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5301 through 5665 inclusive: Procedure 1.C., Uncommanded Yaw Motion, of Section 03-06, Automatic Flight Control System, of Chapter 3—Emergency Procedures, of the Bombardier Challenger CL-604 AFM, PSP 604-1, Revision 89, dated July 8, 2013.

(2) For Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5701 and subsequent: Procedure 1.C., Uncommanded Yaw Motion, of Section 03-06, Automatic Flight Control System, of Chapter 3—Emergency Procedures, of the Bombardier Challenger CL-605 AFM, PSP 605-1, Revision 25, dated July 8, 2013.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-22, dated August 12, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0250-0002>.

(j) 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) Procedure 1.C., Uncommanded Yaw Motion, of Section 03-06, Automatic Flight Control System, of Chapter 3—Emergency Procedures, of the Bombardier Challenger CL-604 Airplane Flight Manual, PSP 604-1, Revision 89, dated July 8, 2013.

(ii) Procedure 1.C., Uncommanded Yaw Motion, of Section 03-06, Automatic Flight Control System, of Chapter 3—Emergency Procedures, of the Bombardier Challenger CL-605 Airplane Flight Manual, PSP 605-1, Revision 25, dated July 8, 2013.

(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 30, 2014.

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



2014-16-07 Bombardier, Inc.: Amendment 39-17931. Docket No. FAA-2014-0129; Directorate Identifier 2013-NM-105-AD.

(a) Effective Date

This AD becomes effective September 23, 2014.

(b) Affected ADs

This AD replaces AD 2011-15-09, Amendment 39-16756 (76 FR 42033, July 18, 2011).

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001, 4003 through 4418 inclusive, 4422 and 4423.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that a different main landing gear (MLG) alternate extension system (AES) cam mechanism assembly was installed resulting in input lever fractures and inability to open the MLG door; those assemblies could be subject to the same unsafe condition in the existing AD. We are issuing this AD to prevent improper operation of the cam mechanism or rupture of the door release cable, which could result in loss of control of the airplane during landing.

(f) Compliance

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

(g) Retained Detailed Inspection for Proper Operation of the MLG

This paragraph restates the requirement in paragraph (i) of AD 2011-15-09, Amendment 39-16756 (76 FR 42033, July 18, 2011), with revised service information. For airplanes with a MLG AES cam mechanism assembly having part number (P/N) 48510-1: Within 50 flight hours or 10 days after August 2, 2011 (the effective date of AD 2011-15-09, Amendment 39-16756 (76 FR 42033, July 18, 2011)), whichever occurs first, do a detailed inspection for proper operation of the MLG AES cam mechanism, in accordance with paragraph A) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; or Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. As of the effective date of this AD, use only Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. Repeat the inspection thereafter at intervals not to exceed 50 flight hours or 10 days, whichever occurs first.

(1) If the cam mechanism is found to reset to the normal rested position without any sticking or binding, it is operating properly.

(2) If the cam mechanism has not reset to its normal rested position, or if any sticking or binding is observed, before further flight, remove the cam assembly, in accordance with paragraph A) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; or Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012, and do the actions in paragraph (g)(2)(i) or (g)(2)(ii) of this AD. As of the effective date of this AD, use only Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012.

(i) Repair the cam mechanism assembly, including doing detailed inspections for discrepancies (an inspection to determine proper operation, an inspection for damage, an inspection for corrosion and cadmium coating degradation, and inspections to determine dimensions are within the limits specified in paragraph B) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; or Bombardier Repair Drawing 8/4-32-0160 Issue 6, dated June 27, 2012, in accordance with paragraph B) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; and install the repaired cam assembly in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; or Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. As of the effective date of this AD, use only Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012.

(ii) Install a new or serviceable cam assembly, in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; or Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. As of the effective date of this AD, use only Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012.

(3) If the cam mechanism is found damaged or inoperative during the repair specified in paragraph (g)(2)(i) of this AD; or if any discrepancies are found and Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011, or Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012, does not specify repairs for those discrepancies; or repairs specified in paragraph (g)(2)(i) of this AD cannot be accomplished: Before further flight, accomplish paragraph (g)(3)(i) or (g)(3)(ii) of this AD.

(i) Repair and reinstall using a method approved by the Manager, New York ACO, ANE-170, Engine and Propeller Directorate, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(ii) Install a new or serviceable cam assembly, in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011; or Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. As of the effective date of this AD, use only Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012, to install the cam assembly.

(h) New Inspection for Proper Operation of the MLG Replacement Part

For airplanes with a MLG AES cam mechanism assembly having P/N 48510-3: Within 1,800 flight hours or 9 months after installation of the assembly, whichever occurs first after the effective date of this AD, do a detailed inspection for proper operation of the MLG AES cam mechanism, in accordance with paragraph A) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. Repeat the inspection thereafter at intervals not to exceed 600 flight hours or 3 months, whichever occurs first.

(1) If the cam mechanism is found to reset to the normal rested position without any sticking or binding, it is operating properly.

(2) If the cam mechanism has not reset to its normal rested position, or if any sticking or binding is observed, before further flight, remove the cam assembly, in accordance with paragraph A) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012, and do the actions required by paragraphs (h)(2)(i) or (h)(2)(ii) of this AD.

(i) Repair the cam mechanism assembly, including doing detailed inspections for discrepancies (an inspection to determine proper operation, an inspection for damage, an inspection for corrosion and cadmium coating degradation, and inspections to determine dimensions are within the limits specified in paragraph B) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012), in accordance with paragraph B) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012; and install the repaired cam assembly in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012.

(ii) Install a new or serviceable cam assembly, in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012.

(3) If the cam mechanism is found damaged or inoperative during the repair specified in paragraph (h)(2)(i) of this AD; or if any discrepancies are found and Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012, does not specify repairs for those discrepancies; or repairs specified in paragraph (h)(2)(i) of this AD cannot be accomplished: Before further flight, do the applicable actions required by paragraph (h)(3)(i) or (h)(3)(ii) of this AD.

(i) Repair and reinstall using a method approved by the Manager, ANE-170, New York ACO, FAA, or TCCA; or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(ii) Install a new or serviceable cam assembly, in accordance with paragraph C) of Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012.

(i) New Credit for Previous Actions for Paragraphs (g) and (h) of This AD

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Bombardier Repair Drawing 8/4-32-0160, Issue 5, dated June 6, 2012, which is not incorporated by reference in this AD.

(j) New Terminating Action

Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first, replace any MLG AES cam mechanism assembly having P/N 48510-1 or P/N 48510-3 with a new MLG AES cam mechanism assembly having P/N 48510-5, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-100, Revision A, dated August 30, 2012. Accomplishing this replacement terminates the repetitive inspections required by this AD.

(k) New Credit for Previous Actions for Paragraph (j) of This AD

This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-32-100, dated August 15, 2012, which is not incorporated by reference in this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, 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. ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2011-01R2, dated May 21, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!docketDetail;D=FAA-2014-0129>.

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

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 23, 2014.

(i) Bombardier Repair Drawing 8/4-32-0160, Issue 6, dated June 27, 2012. The issue dates for this document are identified only on sheets 1 and 1A of this document.

(ii) Bombardier Service Bulletin 84-32-100, Revision A, dated August 30, 2012.

(4) The following service information was approved for IBR on August 2, 2011 (76 FR 42033, July 18, 2011).

(i) Bombardier Repair Drawing 8/4-32-0160, Issue 3, dated February 15, 2011. The issue dates for this document are identified only on the first page of this document.

(ii) Reserved.

(5) 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>.

(6) 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.

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

Issued in Renton, Washington, on July 30, 2014.

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



2014-16-08 Bombardier, Inc.: Amendment 39-17932. Docket No. FAA-2014-0120; Directorate Identifier 2013-NM-056-AD.

(a) Effective Date

This AD becomes effective September 23, 2014.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model CL-215-6B11 (CL-215T Variant) airplanes, serial numbers 1056, 1057, 1061, 1080, 1109, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, and 1125.

(2) Model CL-215-6B11 (CL-415 Variant) airplanes, serial numbers 2001 through 2067 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 54, Nacelles/Pylons.

(e) Reason

This AD was prompted by several reports indicating that shorter nacelle strut bushings were inadvertently installed on certain airplanes. We are issuing this AD to detect and correct inadequate nacelle strut bushings, which provide insufficient engagement in the strut fork end, and could deform under the bearing load and lead to the failure of the joint.

(f) Compliance

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

(g) Inspection of the Bushing

Within 3 months after the effective date of this AD: Do a general visual inspection to determine the part number of the left and right nacelle upper strut bushings, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(1) If any bushing with part number (P/N) 85410265-103 is installed: Before further flight, install the bolts and preload indicating (PLI) washers, in accordance with paragraph 2.G. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012

(for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(2) If any bushing with P/N 85410265-105 is installed in either the left or right nacelle: Do the actions in paragraph (h) of this AD.

(h) Replacement or Repair of the Bushing

If any bushing with P/N 85410265-105 is found installed during the inspection required by paragraph (g) of this AD: Before further flight, do the actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) Replace the bushing in accordance with paragraph 2.E. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes); and continue with the installation of the bolt and PLI washer, in accordance with paragraph 2.G. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(2) Repair the bushing in accordance with paragraph 2.F. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes); and continue with the installation of the bolt and PLI washer, in accordance with paragraph 2.G. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(i) Replacement of Repaired Bushing

For any bushing that has been repaired as specified in paragraph (h)(2) of this AD: Within 5,000 flight hours after accomplishing the repair or at the next engine removal, whichever occurs first, replace the bushing with P/N 85410265-103, in accordance with paragraph 2.E. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes); and continue with the installation of the bolt and PLI washer, in accordance with paragraph 2.G. of the Accomplishment Instructions of Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012 (for Model CL-215-6B11 (CL-215T Variant) airplanes); or Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012 (for Model CL-215-6B11 (CL-415 Variant) airplanes).

(j) Airplanes for Which No Further Action Is Required

(1) For airplanes on which a general visual inspection specified in paragraph (g) of this AD is done and it is determined that nacelle strut bushings having P/N 85410265-103 are installed in the airplane: No further actions are required by this AD, provided the actions specified in paragraph (g)(1) of this AD have been done.

(2) For airplanes on which nacelle strut bushings having P/N 85410265-103 are installed as specified in paragraph (h)(1) or (i) of this AD: No further actions are required by this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-06, dated February 27, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0120-0002>.

(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) Bombardier Alert Service Bulletin 215-A3173, dated April 11, 2012.

(ii) Bombardier Alert Service Bulletin 215-A4453, dated April 10, 2012.

(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 30, 2014.

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



2014-16-09 The Boeing Company: Amendment 39-17933; Docket No. FAA-2014-0252; Directorate Identifier 2013-NM-213-AD.

(a) Effective Date

This AD is effective September 23, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company airplanes identified in paragraphs (c)(1) through (c)(3) of this AD, certificated in any category.

(1) Model 707-100 long body, -200, -100B long body, and -100B short body airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B series airplanes; as identified in Boeing 707 Alert Service Bulletin A3538, dated October 2, 2013.

(2) Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, as identified in Boeing Alert Service Bulletin 727-35A0031, dated July 18, 2013.

(3) Model 737-100, -200, and -200C series airplanes, as identified in Boeing Alert Service Bulletin 737-35A1140, dated August 28, 2013.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Unsafe Condition

This AD was prompted by a report of a fire which originated near the first officer's area and caused extensive damage to the flight deck on a different airplane model. We are issuing this AD to prevent inadvertent electrical current from passing through an internal, anti-collapse spring of the low-pressure oxygen hose, which can cause the low-pressure oxygen hose to melt or burn, leading to an oxygen-fed fire and/or smoke in the flight deck.

(f) Compliance

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

(g) Oxygen Hose Replacement

Within 36 months after the effective date of this AD: Replace the low-pressure oxygen hoses in the flight compartment with non-conductive low-pressure oxygen hoses, in accordance with the Accomplishment Instructions of the service bulletin specified in paragraphs (g)(1) through (g)(3) of this AD, as applicable.

(1) For Model 707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B series airplanes: Boeing 707 Alert Service Bulletin A3538, dated October 2, 2013.

(2) For Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes: Boeing Alert Service Bulletin 727-35A0031, dated July 18, 2013.

(3) For Model 737-100, -200, and -200C series airplanes: Boeing Alert Service Bulletin 737-35A1140, dated August 28, 2013.

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may install a low-pressure oxygen hose specified in Table 1 to paragraph (h) of this AD, on any airplane.

Table 1 to Paragraph (h) of this AD—Low-Pressure Oxygen Hoses (P/N)

Boeing specification No.	Hydroflow	B/E Aerospace	RE Darling (aka REDAR)
10-60174-24	37001-642	Not applicable (n/a)	(n/a)
10-60174-26	37001-640	(n/a)	(n/a)
10-60174-25	37001-641	(n/a)	(n/a)
10-60174-36	37001-36	(n/a)	(n/a)
10-60174-35	37001-35 37001-36	173470-35 173470-36 ZH833-35 ZH833-36	40830-505-018

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for The Boeing Company Model 707 airplanes, Model 720 and 720B series airplanes, Model 727 airplanes, and Model 737-100, -200, and -200C series airplanes, covered by 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) or (j)(2) of this AD, as applicable. 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.

(j) Related Information

For more information about this AD, contact the applicable person identified in paragraph (j)(1) or (j)(2) of this AD.

(1) For Model 707 airplanes, Model 720 and 720B series airplanes, and Model 727 airplanes, contact Patrick Farina, Aerospace Engineer, Cabin Safety, Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5344; fax: 562-627-5210; email: Patrick.Farina@faa.gov.

(2) For Model 737-100, -200, and -200C series airplanes, contact Tracy Ton, Aerospace Engineer, Cabin Safety, Mechanical and Environmental Systems Branch, ANM-150L, FAA, Los

Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5352; fax: 562-627-5210; email: Tracy.Ton@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing 707 Alert Service Bulletin A3538, dated October 2, 2013.

(ii) Boeing Alert Service Bulletin 727-35A0031, dated July 18, 2013.

(iii) Boeing Alert Service Bulletin 737-35A1140, dated August 28, 2013.

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

(4) You may view this service information at 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 30, 2014.

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



2014-16-10 Rolls-Royce plc: Amendment 39-17934; Docket No. FAA-2012-1327; Directorate Identifier 2012-NE-47-AD.

(a) Effective Date

This AD is effective September 23, 2014.

(b) Affected ADs

This AD supersedes AD 2013-12-01, Amendment 39-17478 (78 FR 37703, June 24, 2013).

(c) Applicability

This AD applies to Rolls-Royce plc (RR) model RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines, with low-pressure (LP) compressor blade, part numbers (P/Ns) FK23411, FK25441, FK25968, FW11901, FW15393, FW23643, FW23741, FW23744, KH23403, or KH23404, installed.

(d) Unsafe Condition

This AD was prompted by LP compressor blade partial airfoil release events. We are issuing this AD to prevent LP compressor blade airfoil separations, engine damage, and damage to the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) Ultrasonic Inspection (UI) of LP Compressor Blade

(i) After the effective date of this AD, ultrasonically inspect each LP compressor blade before the blade exceeds 3,600 cycles since new (CSN) or before further flight, whichever occurs later. Repeat the UI of the blade every 2,400 cycles since last inspection (CSLI).

(ii) For any LP compressor blade that exceeds 2,200 CSLI on the effective date of this AD, inspect the blade before exceeding 3,000 CSLI or before further flight, whichever occurs later. Thereafter, perform the repetitive inspections required by this AD.

(iii) Use paragraph 3, excluding subparagraphs 3.A.(9), 3.B.(5), 3.C.(4), 3.D.(3), 3.E.(5), 3.F.(10), and 3.G.(7), of RR Alert Non-Modification Service Bulletin (NMSB) RB.211-72-AH465, dated July 15, 2013, to perform the inspections required by this AD.

(2) Use of Replacement Blades

LP compressor blades, P/Ns FK23411, FK25441, FK25968, FW11901, FW15393, FW23643, FW23741, FW23744, KH23403, or KH23404, that have accumulated at least 3,600 CSN or 2,400 CSLI are eligible for installation if the blade has passed the UI required by this AD.

(f) Credit for Previous Actions

If you performed a UI of an affected LP compressor blade before the effective date of this AD using RR NMSB No. RB.211-72-G702, dated May 23, 2011; or RR NMSB No. RB.211-72-G872, Revision 2, dated March 8, 2013, or earlier revisions; or RR NMSB No. RB.211-72-H311, dated March 8, 2013; or Engine Manual E-Trent-1RR, Task 72-31-11-200-806, you have met the initial inspection requirements of this AD. However, you must still comply with the repetitive 2,400 CSLI requirement of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: Robert.Green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2014-0031, dated February 4, 2014, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2012-1327-0007>.

(i) Material Incorporated by Reference

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

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

(i) Rolls-Royce plc Alert Non-Modification Service Bulletin No. RB.211-72-AH465, dated July 15, 2013.

(ii) Reserved.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby DE24 8BJ, UK; phone: 44 0 1332 242424; fax: 44 0 1332 249936.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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 Burlington, Massachusetts, on August 1, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-16-11 The Boeing Company: Amendment 39-17935; Docket No. FAA-2013-0544; Directorate Identifier 2012-NM-057-AD.

(a) Effective Date

This AD is effective September 23, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200 series airplanes, certificated in any category, as identified in Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical power.

(e) Unsafe Condition

This AD was prompted by reports of smoke or flames in the passenger cabin of various transport category airplanes related to the wiring for the passenger cabin in-flight entertainment (IFE) system, cabin lighting, and passenger seats. We are issuing this AD to ensure that the flightcrew is able to turn off electrical power to the IFE systems and other non-essential electrical systems through one or two switches in the flight deck in the event of smoke or flames. In the event of smoke or flames in the airplane flight deck or passenger cabin, the flightcrew's inability to turn off electrical power to the IFE system and other non-essential electrical systems could result in the inability to control smoke or flames in the airplane flight deck or passenger cabin during a non-normal or emergency situation, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Installation

For Group 1, Configuration 1, airplanes, as identified in Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012: Within 60 months after the effective date of this AD, install a new electrical power control panel and make changes to the wiring and certain electrical load management system (ELMS) panels, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012.

(h) Inspection

For Group 1, Configuration 2, airplanes, as identified in Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012: Within 60 months after the effective date of this AD, inspect the electrical power control panel to determine the part number, and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012. Do all applicable corrective actions before further flight.

(i) Concurrent Actions

(1) For Group 1, Configuration 1, airplanes, as identified in Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012: Prior to or concurrently with accomplishing the requirements of paragraph (g) of this AD, install new operational software (OPS) in the cabin management system to change the operation of the cabin lighting system when the CABIN/UTILITY switch is installed, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-23-0176, Revision 2, dated October 26, 2006.

(2) For Group 1, Configuration 1, airplanes, as identified in Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012: Concurrently with accomplishing the requirements of paragraph (g) of this AD, change the ELMS OPS and configuration database software to decrease the number of ELMS P110, ELMS P210, and ELMS P310 panel engine indication and crew alerting system status messages, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 777-24-0087, Revision 2, dated August 16, 2007; or Boeing Service Bulletin 777-28A0039, Revision 2, dated September 20, 2010.

(j) Provisional Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraphs (g) and (h) this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (k) of this AD, provided that, within 60 months after the effective date of this AD, the actions specified in paragraphs (j)(1)(i) and (j)(1)(ii) of this AD are done, and wire kit 280W5110-105W is used.

(i) Identify the electrical power control panels 233W3202-12 and 233W3202-13, in accordance with the Accomplishment Instructions of BAE Systems Service Bulletin 233W3202-24-04, Revision 2, dated October 2, 2006. The correct part number for the changed 233W3202-12 panel is 233W3202-18, and the correct part number for the changed 233W3202-13 panel is 233W3202-19.

(ii) Put back the P210 power panel to the correct standard, in accordance with the Accomplishment Instructions of GE Aviation Service Bulletin 6000ELM-24-614, Revision 1, dated November 9, 2009; or GE Aviation Service Bulletin 6200ELM-24-616, Revision 1, dated March 5, 2010.

(2) This paragraph provides credit for the actions specified in paragraph (i)(1) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 777-23-0176, dated January 9, 2003; or Boeing Service Bulletin 777-23-0176, Revision 1, dated March 11, 2004; which are not incorporated by reference in this AD; provided that the actions specified in Boeing Service Bulletin 777-23-0141, dated June 14, 2001, were done prior to or concurrently with the actions specified in Boeing Service Bulletin 777-23-0176, dated January 9, 2003; or Boeing Service Bulletin 777-23-0176, Revision 1, dated March 11, 2004.

(3) This paragraph provides credit for the actions specified in paragraph (i)(2) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 777-24-0087, dated July 24, 2003; or Boeing Service Bulletin 777-24-0087, Revision 1, dated December 18, 2003; which are not incorporated by reference in this AD; provided that the actions specified in Boeing Service Bulletin 777-24-0087, dated July 24, 2003; or Boeing Service Bulletin 777-24-0087,

Revision 1, dated December 18, 2003; were done concurrently with the actions specified in the service information identified in paragraphs (j)(3)(i) through (j)(3)(v) of this AD.

(i) Boeing Service Bulletin 777-24-0077, dated August 21, 2003, which is not incorporated by reference in this AD.

(ii) Boeing Service Bulletin 777-24-0077, Revision 1, dated May 24, 2007, which is not incorporated by reference in this AD.

(iii) Boeing Service Bulletin 777-24-0077, Revision 2, dated December 17, 2009, 2007, which is not incorporated by reference in this AD.

(iv) Boeing Service Bulletin 777-24-0077, Revision 3, dated December 6, 2011, 2007, which is not incorporated by reference in this AD.

(v) Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (l) 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 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. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

(l) Related Information

(1) For more information about this AD, contact Ray Mei, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6467; fax: 425-917-6590; email: raymont.mei@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(3), (m)(4), (m)(5), and (m)(6) of this AD, as applicable.

(m) Material Incorporated by Reference

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

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

(i) BAE Systems Service Bulletin 233W3202-24-04, Revision 2, dated October 2, 2006.

(ii) Boeing Service Bulletin 777-23-0176, Revision 2, dated October 26, 2006.

(iii) Boeing Service Bulletin 777-24-0077, Revision 4, dated October 17, 2012.

(iv) Boeing Service Bulletin 777-24-0087, Revision 2, dated August 16, 2007.

(v) Boeing Service Bulletin 777-28A0039, Revision 2, dated September 20, 2010.

(vi) GE Aviation Service Bulletin 6000ELM-24-614, Revision 1, dated November 9, 2009.

(vii) GE Aviation Service Bulletin 6200ELM-24-616, Revision 1, dated March 5, 2010.

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

(4) For BAE Systems service information identified in this AD, contact BAE Systems, Attention: Commercial Product Support, 600 Main Street, Room S18C, Johnson City, NY 13790-1806; phone: 607-770-3084; fax: 607-770-3015; email: CS-Customer.Service@baesystems.com; Internet: <http://www.baesystems-ps.com/customersupport>.

(5) For GE service information identified in this AD, contact GE Aviation, Customer Support Center, 1 Neumann Way, Cincinnati, OH 45215; phone: 513-552-3272; email: cs.techpubs@ge.com; Internet: <http://www.geaviation.com>.

(6) You may view this service information at 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.

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

Issued in Renton, Washington, on August 1, 2014.

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



2014-16-14 The Boeing Company: Amendment 39-17938; Docket No. FAA-2014-0122; Directorate Identifier 2014-NM-002-AD.

(a) Effective Date

This AD is effective September 23, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-600, -700, -700C, -800, and -900 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-22A1215, dated November 22, 2013.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports in which a single, undetected, erroneous radio altimeter output caused the autothrottle to enter landing flare retard mode prematurely on approach. We are issuing this AD to prevent a single, undetected, erroneous radio altimeter output from causing premature autothrottle landing flare retard and subsequent loss of automatic speed control, which could result in loss of control of the airplane.

(f) Compliance

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

(g) Replacement

Within 36 months after the effective date of this AD, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-22A1215, dated November 22, 2013.

(1) Remove any autothrottle computer, part number (P/N) 760SUE1-1 (Boeing P/N 10-62017-51), 760SUE2-2 (Boeing P/N 10-62017-52), 760SUE2-3 (Boeing P/N 10-62017-53), or 760SUE2-4 (Boeing P/N 10-62017-54), from the E1-1 electronics shelf.

(2) Install a new or reworked autothrottle computer, P/N 760SUE2-5 (Boeing P/N 10-62017-55) at the E1-1 electronics shelf.

(h) Parts Installation Prohibition

As of the effective date of this AD, no person may install an autothrottle computer, P/N 760SUE1-1 (Boeing P/N 10-62017-51), 760SUE2-2 (Boeing P/N 10-62017-52), 760SUE2-3 (Boeing P/N 10-62017-53), or 760SUE2-4 (Boeing P/N 10-62017-54), on any airplane.

(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) 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.

(j) Related Information

For more information about this AD, contact Marie Hogestad, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6418; fax: 425-917-6590; email: marie.hogestad@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-22A1215, dated November 22, 2013.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA 98057. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on August 1, 2014.

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



2014-16-16 Embraer S.A.: Amendment 39-17940. Docket No. FAA-2014-0531; Directorate Identifier 2014-NM-142-AD.

(a) Effective Date

This AD becomes effective September 2, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Embraer S.A. Model ERJ 190-100 STD, -100 LR, -100 ECJ, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 54, Nacelles/Pylons.

(e) Reason

This AD was prompted by a report of a loose lower link assembly on the left and right pylons. We are issuing this AD to prevent loss of a shear pin on the pylon outboard and inboard lower link fittings, which could result in failure of the fitting and consequent separation of the engine from the wing.

(f) Compliance

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

(g) Initial Retorque

Retorque the left and right pylon outboard and inboard lower link fittings, as specified in paragraph (g)(1) or (g)(2) of this AD, as applicable.

(1) For airplanes identified as Groups 1 and 2 in Embraer Service Bulletin 190-54-0015, dated July 3, 2014: Retorque at the applicable time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD, in accordance with the Accomplishment Instructions of Embraer Alert Service Bulletin 190-54-A015, Revision 03, dated June 27, 2014.

(i) For Group 1 airplanes: Retorque at the applicable time specified in paragraph (g)(1)(i)(A) or (g)(1)(i)(B) of this AD.

(A) If, as of the effective date of this AD, the airplane has accumulated fewer than 600 total flight cycles and less than 750 total flight hours since accomplishment of the actions specified in Embraer Service Bulletin 190-54-0013: Retorque within 50 flight hours after the effective date of this AD.

(B) If, as of the effective date of this AD, the airplane has accumulated 600 or more total flight cycles or 750 or more total flight hours after accomplishment of Embraer Service Bulletin 190-54-0013: Retorque within 10 flight hours after the effective date of this AD.

(ii) For Group 2 airplanes: Retorque at the applicable time specified in paragraph (g)(1)(ii)(A) or (g)(1)(ii)(B) of this AD.

(A) If, as of the effective date of this AD, the airplane has accumulated fewer than 600 total flight cycles and less than 750 total flight hours: Retorque within 50 flight hours after the effective date of this AD.

(B) If, as of the effective date of this AD, the airplane has accumulated 600 or more total flight cycles or 750 or more total flight hours: Retorque within 10 flight hours after the effective date of this AD.

(2) For airplanes identified as Groups 1 and 2 in Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014: Retorque at the applicable time specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD, in accordance with the Accomplishment Instructions of Embraer Alert Service Bulletin 190LIN-54-A006, Revision 02, dated June 27, 2014.

(i) For Group 1 airplanes: Retorque at the applicable time specified in paragraph (g)(2)(i)(A) or (g)(2)(i)(B) of this AD.

(A) If, as of the effective date of this AD, the airplane has accumulated fewer than 200 total flight cycles and less than 750 total flight hours since accomplishment of the actions specified in Embraer Service Bulletin 190LIN-54-0004: Retorque within 50 flight hours after the effective date of this AD.

(B) If, as of the effective date of this AD, the airplane has accumulated 200 or more total flight cycles or 750 or more total flight hours since accomplishment of the actions specified in Embraer Service Bulletin 190LIN-54-0004: Retorque within 10 flight hours after the effective date of this AD.

(ii) For Group 2 airplanes: Retorque at the applicable time specified in (g)(2)(ii)(A) or (g)(2)(ii)(B) of this AD.

(A) If, as of the effective date of this AD, the airplane has accumulated fewer than 200 total flight cycles and less than 750 total flight hours: Retorque within 50 flight hours after the effective date of this AD.

(B) If, as of the effective date of this AD, the airplane has accumulated 200 or more total flight cycles or 750 or more total flight hours: Retorque within 10 flight hours after the effective date of this AD.

(h) Replacement

Replace the left and right pylon outboard and inboard lower link fittings as specified in paragraph (h)(1) or (h)(2), as applicable.

(1) For airplanes identified as Groups 1 and 2 in Embraer Service Bulletin 190-54-0015, dated July 3, 2014: Within 150 flight cycles or 200 flight hours, whichever occurs first after the effective date of this AD, replace the pylon outboard and inboard lower link fittings, in accordance with Parts I and II of the Accomplishment Instructions of Embraer Service Bulletin 190-54-0015, dated July 3, 2014.

(2) For airplanes identified as Groups 1 and 2 in Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014: Within 60 flight cycles or 200 flight hours, whichever occurs first after the effective date of this AD, replace the pylon outboard and inboard lower link fittings, in accordance with Parts I and II of the Accomplishment Instructions of Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014.

(i) Repetitive Retorquing

Retorque the left and right pylon outboard and inboard lower link fittings, as specified in paragraph (i)(1) or (i)(2) of this AD, as applicable.

(1) For Model ERJ 190-100 STD, &100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes: Retorque as specified in paragraph (i)(1)(i) or (i)(1)(ii) of this AD, as applicable, in accordance with Parts III and IV of the Accomplishment Instructions of Embraer Service Bulletin 190-54-0015, dated July 3, 2014.

(i) For airplanes identified as Groups 1 and 2 in Embraer Service Bulletin 190-54-0015, dated July 3, 2014: Retorque within 6,000 flight cycles or 7,500 flight hours, whichever occurs first after replacement of the pylon outboard and inboard lower link fittings required by paragraph (h) of this AD, and thereafter at intervals not to exceed 6,000 flight cycles or 7,500 flight hours, whichever occurs first.

(ii) For airplanes identified as Group 3 in Embraer Service Bulletin 190-54-0015, dated July 3, 2014, and Model ERJ 190-100 STD, -100 LR, -100 IGW, -200 STD, -200 LR, and -200 IGW airplanes having serial numbers 19000586 and subsequent: Retorque within 6,000 flight cycles or 7,500 flight hours, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 6,000 flight cycles or 7,500 flight hours, whichever occurs first.

(2) For Model ERJ 190-100 ECJ airplanes: Retorque as specified in paragraph (i)(2)(i) or (i)(2)(ii) of this AD, as applicable, in accordance with Parts III and IV of the Accomplishment Instructions of Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014.

(i) For airplanes identified as Groups 1 and 2 in Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014: Retorque within 2,000 flight cycles or 7,500 flight hours, whichever occurs first after replacement of the pylon outboard and inboard lower link fittings required by paragraph (h) of this AD, and thereafter at intervals not to exceed 2,000 flight cycles or 7,500 flight hours, whichever occurs first.

(ii) For airplanes identified as Group 3 in Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014, and Model ECJ airplanes having serial numbers 19000572 and subsequent: Retorque within 2,000 flight cycles or 7,500 flight hours, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 2,000 flight cycles or 7,500 flight hours, whichever occurs first.

(j) Parts Installation Prohibition

As of the effective date of this AD, no person may install, at the inboard or outboard lower link fitting on any airplane, a lock assembly identified in Embraer Service Bulletin 190-54-0013, dated November 27, 2012; or Embraer Service Bulletin 190LIN-54-0004, dated December 20, 2012.

(k) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (k)(1) through (k)(5) of this AD, as applicable. This service information is not incorporated by reference in this AD.

- (1) Embraer Alert Service Bulletin 190-54-A015, dated June 23, 2014.
- (2) Embraer Alert Service Bulletin 190-54-A015, Revision 01, dated June 26, 2014.
- (3) Embraer Alert Service Bulletin 190-54-A015, Revision 02, dated June 27, 2014.
- (4) Embraer Alert Service Bulletin 190LIN-54-A006, dated June 23, 2014.
- (5) Embraer Alert Service Bulletin 190LIN-54-A006, Revision 01, dated June 26, 2014.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Kathrine Rask, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA; telephone 425-227-2180; fax 425-227-1149. Information may be emailed to 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Brazilian Airworthiness Directive 2014-07-01, dated July 10, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0531.

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

(n) Material Incorporated by Reference

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

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

(i) Embraer Alert Service Bulletin 190-54-A015, Revision 03, dated June 27, 2014.

(ii) Embraer Alert Service Bulletin 190LIN-54-A006, Revision 02, dated June 27, 2014.

(iii) Embraer Service Bulletin 190-54-0013, dated November 27, 2012.

(iv) Embraer Service Bulletin 190-54-0015, dated July 3, 2014.

(v) Embraer Service Bulletin 190LIN-54-0004, dated December 20, 2012.

(vi) Embraer Service Bulletin 190LIN-54-0006, dated July 3, 2014.

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

(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 August 6, 2014.

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



2014-16-19 Airbus: Amendment 39-17943. Docket No. FAA-2014-0060; Directorate Identifier 2012-NM-194-AD.

(a) Effective Date

This AD becomes effective September 25, 2014.

(b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1) through (b)(6) of this AD.

(1) AD 2006-21-08, Amendment 39-14793 (71 FR 61639, October 19, 2006).

(2) AD 2007-14-01, Amendment 39-15123 (72 FR 38006, July 12, 2007).

(3) AD 2008-25-02, Amendment 39-15760 (73 FR 75307, December 11, 2008).

(4) AD 2010-04-09, Amendment 39-16202 (75 FR 7940, February 23, 2010; corrected March 3, 2010 (75 FR 9515)).

(5) AD 2011-01-02, Amendment 39-16555 (76 FR 432, January 5, 2011).

(6) AD 2012-16-05, Amendment 39-17152 (77 FR 48425, August 14, 2012).

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to prevent the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

(f) Compliance

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

(g) Maintenance Program Revision and Airworthiness Limitations Compliance

(1) Within 3 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, by incorporating Airbus A330 Airworthiness Limitations Section (ALS) Part 5–Fuel Airworthiness Limitations, dated November 16, 2011.

(2) Comply with all applicable instructions and airworthiness limitations included in Airbus A330 ALS Part 5–Fuel Airworthiness Limitations, dated November 16, 2011. The initial compliance times for the actions specified in Airbus A330 ALS Part 5–Fuel Airworthiness Limitations, dated November 16, 2011, are at the later of the times specified in paragraphs (g)(2)(i) and (g)(2)(ii) of this AD, except as required by paragraphs (h) and (i) of this AD.

(i) Within the applicable compliance times specified in Airbus A330 ALS Part 5–Fuel Airworthiness Limitations, dated November 16, 2011.

(ii) Within 3 months after accomplishing the actions required by paragraph (g)(1) of this AD.

(h) Exceptions to Compliance Times for Design Changes

(1) For type design changes specified in "Sub-part 5-2 Changes to Type Design," of Airbus A330 ALS Part 5–Fuel Airworthiness Limitations, dated November 16, 2011, the compliance times are defined as "Embodiment Limits," except as defined in paragraph (h)(2) of this AD.

(2) Where Airbus A330 ALS Part 5–Fuel Airworthiness Limitations, dated November 16, 2011, specifies a compliance time based on a calendar date for modifying the control circuit for the fuel pump of the center fuel tank (installing ground fault interrupters to the center tank fuel pump control circuit), the compliance date is September 18, 2016 (48 months after the effective date of AD 2012-16-05, Amendment 39-17152 (77 FR 48425, August 14, 2012)).

(i) No Alternative Actions, Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections), intervals, or CDCCLs may be used; except as specified in paragraph (h) of this AD; or unless the actions, intervals, or CDCCLs 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, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Vladimir Ulyanov, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0168, dated August 31, 2012; for related information. You

may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0060-0002>.

(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 this AD specifies otherwise.

(i) Airbus A330 Airworthiness Limitations Section (ALS) Part 5– Fuel Airworthiness Limitations, dated November 16, 2011. The cover page of this document is undated and identified as Revision 00.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport 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 August 4, 2014.

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



2014-16-20 Airbus: Amendment 39-17944. Docket No. FAA-2014-0124; Directorate Identifier 2012-NM-197-AD.

(a) Effective Date

This AD becomes effective September 25, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes, certificated in any category, all serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 05 Periodic Inspections; Code 22, Auto Flight; Code 27, Flight Controls.

(e) Reason

This AD was prompted by an analysis of the impacts of extended service goal activities on Airbus Model A300 series airplanes. We are issuing this AD to prevent failure of flight critical systems.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Table 1 to paragraph (g) of this AD. The compliance time for doing the initial actions specified in Table 1 to paragraph (g) of this AD is before 60,000 total flight hours accumulated on the airplane, or within 90 days after the effective date of this AD, whichever occurs later.

Table 1 to Paragraph (g) of This AD: Intervals for New Airworthiness Limitation Items

Maintenance planning document task No.	Task description	Interval (not to exceed)	Aircraft maintenance manual reference
273311 0503 1	ARTIFICIAL FEEL-ELEVATOR—Operational test of pitch artificial feel by comparing qualitatively operating loads in high-speed and low-speed configurations (with each individual hydraulic system)	2,500 flight hours	273300/501
273313 0503 1	COMPUTER-ARTIFICIAL FEEL—Operational test of artificial feel “pitch feel” and “rudder travel” monitoring circuits (warning light test and indicating system test)	3,500 flight hours	272300/501 and 273300/501
222100 0503 1	YAW DAMPER—Operational test to verify correct operation of mechanical control between yaw damper system 2 and the rudder	80 flight hours	222100/501
222600 0503 1	YAW DAMPER—Operational test to verify correct operation of mechanical control between yaw damper system 2 and the rudder	80 flight hours	222600/501
272411 0503 1	SERVO CONTROL-RUDDER—Operational test of rudder servo controls (with individual hydraulic system) by moving right-hand (RH) rudder pedal full forward and visually observe that rudder moves to the right. Check that rudder travel is confirmed on the flight control position indicator. Release RH pedal. Repeat above test by moving left-hand rudder pedal.	250 flight hours	271400/501
275400 0503 1	FLAP ASYMMETRY—Operational test of flap asymmetry monitoring circuit (include solenoid operation)	500 flight hours	275400/501
275400 0503 2	FLAP PRESSURE-OFF BRAKE—Operational test of pressure-off brake	1,000 flight hours	275400/501
278300 0503 1	SLAT ASYMMETRY—Operational test of slat asymmetry monitoring circuit	500 flight hours	278300/501
278300 0503 2	SLAT PRESSURE-OFF BRAKE—Operational test of pressure-off brake	1,000 flight hours	278300/501

(h) Airplane Airworthiness Limitation

As of the effective date of this AD, do not operate any airplane beyond 75,000 total flight hours or 48,000 total flight cycles, whichever occurs first.

(i) No Alternative Actions and Intervals

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance 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, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-2125; fax 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2012-0233, dated November 7, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0124-0002>.

(l) Material Incorporated by Reference

None.

Issued in Renton, Washington, on August 4, 2014.
 Jeffrey E. Duven,
 Manager, Transport Airplane Directorate,
 Aircraft Certification Service.



2014-16-22 Airbus: Amendment 39-17946. Docket No. FAA-2014-0251; Directorate Identifier 2013-NM-179-AD.

(a) Effective Date

This AD becomes effective September 25, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; Model A340-211, -212, -213, -311, -312, and -313 airplanes; and Model A340-541 and -642 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 21, Air Conditioning.

(e) Reason

This AD was prompted by a determination that the service life limits of the cabin pressure control system (CPCS) safety valves installed on the aft pressure bulkhead were being exceeded. We are issuing this AD to prevent exceeding the service life limits of the CPCS safety valve, which, in the event of a failure, could result in excessive positive or negative differential pressure in the fuselage, and consequent incapacitation or injuries to airplane occupants.

(f) Compliance

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

(g) Replacement of CPCS Safety Valves

(1) For airplanes on which the total number of flight hours accumulated on the CPCS safety valves are known: Replace the CPCS safety valve with a serviceable valve at the later of the times specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD. Replace the valve in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (g)(3)(i), (g)(3)(ii), or (g)(3)(iii) of this AD. Repeat the replacement at intervals not to exceed 50,000 flight hours or 12 years accumulated on the CPCS safety valve, whichever occurs first.

(i) Before the safety valve accumulates 50,000 total flight hours or 12 years since first installation or since the last restoration, as applicable, whichever occurs first.

(ii) Within 26 months after the effective date of this AD.

(2) For airplanes on which the total number of flight hours accumulated on the CPCS safety valve are unknown: Replace the CPCS safety valve with a serviceable valve within 26 months after the effective date of this AD, in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (g)(3)(i), (g)(3)(ii), or (g)(3)(iii) of this AD. Repeat the replacement at intervals not to exceed 50,000 flight hours or 12 years accumulated on the CPCS safety valve, whichever occurs first.

(3) Use the applicable service information identified in paragraph (g)(3)(i), (g)(3)(ii), or (g)(3)(iii) of this AD to accomplish the specified actions in paragraph (g) of this AD.

(i) Airbus Service Bulletin A330-21-3154, Revision 01, dated April 10, 2013 (for Model A330-200 Freighter, A330-200 and A330-300 series airplanes).

(ii) Airbus Service Bulletin A340-21-4150, Revision 01, dated April 10, 2013 (for Model A340-200 and A340-300 series airplanes).

(iii) Airbus Service Bulletin A340-21-5044, Revision 01, dated April 10, 2013 (for Model A340-500 and A340-600 series airplanes).

(h) Definition of Serviceable Valves

For the purposes of this AD, a serviceable CPCS safety valve is a safety valve which has not exceeded the following service life limits, as applicable: 12 years since its manufacturing date, or 50,000 total flight hours since first installation on an airplane, whichever occurs first; or 12 years since its last restoration, or 50,000 total flight hours since its last restoration, whichever occurs first.

(i) Optional Method of Compliance

Accomplishment of Task 21.31.00/09, Remove Safety Valve for Restoration, of Section C-21, Air Conditioning, of Section C, Systems and Power-plant Section, of the Airbus A330 Maintenance Review Board Report, Revision 14, dated June 2013; or Airbus A340 Maintenance Review Board Report, Revision 14, dated June 2013; as applicable; constitutes compliance with any replacement required by paragraph (g) of this AD.

(j) Credit for Previous Actions

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

(1) Airbus Service Bulletin A330-21-3154, dated November 17, 2011.

(2) Airbus Service Bulletin A340-21-4150, dated November 17, 2011.

(3) Airbus Service Bulletin A340-21-5044, dated November 17, 2011.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2013-0201, dated September 4, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0251-0002>.

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

(m) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A330-21-3154, Revision 01, dated April 10, 2013.

(ii) Airbus Service Bulletin A340-21-4150, Revision 01, dated April 10, 2013.

(iii) Airbus Service Bulletin A340-21-5044, Revision 01, dated April 10, 2013.

(iv) Task 21.31.00/09, Remove Safety Valve for Restoration, of Section C-21, Air Conditioning, of Section C, Systems and Power-plant Section, of the Airbus A330 Maintenance Review Board Report, Revision 14, dated June 2013.

(v) Task 21.31.00/09, Remove Safety Valve for Restoration, of Section C-21, Air Conditioning, of Section C, Systems and Power-plant Section, Airbus A340 Maintenance Review Board Report, Revision 14, dated June 2013.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; 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 August 7, 2014.

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



DATE: August 19, 2014

AD #: 2014-17-51

Emergency Airworthiness Directive (AD) 2014-17-51 is sent to owners and operators of Bombardier, Inc. Model CL-600-2B16 airplanes.

Background

Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian Emergency Airworthiness Directive CF-2014-27, dated August 15, 2014 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition on certain Model CL-600-2B16 airplanes. The MCAI states:

There have been three in-service reports on 604 Variant aeroplanes of a fractured fastener head on the inboard flap hinge-box forward fitting at Wing Station (WS) 76.50, found during a routine maintenance inspection. Investigation revealed that the installation of these fasteners on the inboard flap hinge-box forward fittings at WS 76.50 and WS 127.25, on both wings, does not conform to the engineering drawings. Incorrect installation may result in premature failure of the fasteners attaching the inboard flap hinge-box forward fitting. Failure of the fasteners could lead to the detachment of the flap hinge box and consequently the detachment of the flap surface. The loss of a flap surface could adversely affect the continued safe operation of the aeroplane.

The original issue of AD CF-2013-39 [dated December 6, 2013] [which corresponds to FAA AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014)] mandated a detailed visual inspection (DVI) of each inboard flap hinge-box forward fitting, on both wings, and rectification as required. Incorrectly oriented fasteners require repetitive inspections until the terminating action is accomplished.

After the issuance of AD CF-2013-39, there has been one reported incident on a 604 Variant aeroplane where four fasteners were found fractured on the same flap hinge-box forward fitting. The investigation determined that the fasteners were incorrectly installed.

This [Canadian] AD is issued to reduce the initial and repetitive inspection intervals previously mandated in AD CF-2013-39, and to impose replacement of the incorrectly oriented fasteners within 24 months. The CL-600-1A11, -2A12 and -2B16 (601-3A/-3R Variant) aeroplanes are addressed through AD CF-2013-39R1 [dated August 15, 2014].

Relevant Service Information

We reviewed the following service information:

- Bombardier Alert Service Bulletin A604-57-006, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013.
- Bombardier Alert Service Bulletin A604-57-006, Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013.
- Bombardier Alert Service Bulletin A605-57-004, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013.
- Bombardier Alert Service Bulletin A605-57-004, Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013.

The actions described in this service information are intended to correct the unsafe condition identified in the MCAI.

Revision 02 of the service information instructs operators to contact Bombardier for repair procedures for certain configurations; paragraph (k)(2) of this AD addresses this issue.

FAA's Determination and AD Requirements

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are issuing this AD because we evaluated all pertinent information and determined the unsafe condition exists and is likely to exist or develop on other products of the same type design.

Accomplishment of the requirements of this AD constitutes terminating action for the requirements of AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), for the airplanes identified in paragraph (c) of this AD.

FAA AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), corresponds to Canadian AD CF-2013-39, dated December 6, 2013. FAA AD 2014-03-17 applies to Bombardier, Inc. Model CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes. Because of the urgency of this unsafe condition for the CL-604 Variant airplanes, we have determined that it is necessary to issue an emergency AD, only

for CL-604 Variant airplanes, to reduce the compliance times for the inspection required by AD 2014-03-17.

Explanation of Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B16 airplanes with certain serial numbers. The CL-605 is a marketing designation for the Challenger CL-600-2B16, CL-604 Variant, with Modsums 604DX10000, 604DX20000, and 604DX30000 incorporated, beginning with serial numbers 5701 and subsequent. All CL-604 and CL-605 airplanes are type certified as CL-600-2B16 airplanes. Therefore this AD applies to all CL-600-2B16 models in the specified serial-number range.

Differences Between This AD and the MCAI/Service Information

Canadian Airworthiness Directive CF-2014-27, dated August 15, 2014, specifies to replace all forward and aft fasteners at WS 76.50 and 127.25 within 24 months, if any incorrectly installed fasteners are found. We are considering requiring this replacement, which would terminate the actions required by this AD. However, the planned compliance time for the replacement would allow enough time to provide notice and opportunity for prior public comment on the merits of the replacement.

Although the service information identified previously specifies that operators may contact the manufacturer for disposition of certain repair conditions, this AD requires operators to repair those conditions in accordance with a method approved by the FAA, or the TCCA, or Bombardier, Inc.'s TCCA Design Approval Organization (DAO).

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2014-17-51 Bombardier, Inc.: Directorate Identifier 2014-NM-167-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

The requirements of this AD terminate the requirements of AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), only for the airplanes identified in paragraph (c) of this AD.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2B16 airplanes, certificated in any category, serial numbers 5301 through 5665 inclusive, and 5701 through 5920 inclusive.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of fractured fastener heads on the inboard flap hinge-box forward fitting at Wing Station (WS) 76.50 due to incorrect installation. We are issuing this AD to detect and correct incorrectly oriented or fractured fasteners, which could result in premature failure of the fasteners attaching the inboard flap hinge-box forward fitting. Failure of the fasteners could lead to the detachment of the flap hinge box and the flap surface, and consequent loss of control of the airplane.

(f) Compliance

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

(g) Inspection: Airplanes Not Previously Inspected

For airplanes on which the actions required by AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), have not been done as of receipt of this AD: Within 10 flight cycles after receipt of this AD, or within 100 flight cycles after March 6, 2014 (the effective date of AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014)), whichever occurs first: Do a detailed visual inspection of each inboard flap fastener of the hinge-box forward fitting at WS 76.50 and WS 127.25,

on both wings, to determine if the fasteners are correctly oriented and intact (non-fractured, with intact fastener head). Do the inspection in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A604-57-006, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5301 through 5665 inclusive); or Bombardier Alert Service Bulletin A605-57-004, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5701 through 5920 inclusive).

(1) If all fasteners are found intact and correctly oriented, no further action is required by this AD.

(2) If any fastener is found fractured: Before further flight, remove and replace all forward and aft fasteners at WS 76.50 and WS 127.25, regardless of condition or orientation, on both wings, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A604-57-006, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5301 through 5665 inclusive); or Bombardier Alert Service Bulletin A605-57-004, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5701 through 5920 inclusive). After replacement of all fasteners as required by paragraph (g)(2) of this AD, no further action is required by this AD.

(3) If any incorrectly oriented but intact fastener is found, and no fractured fastener is found, repeat the inspection required by paragraph (g) of this AD thereafter at intervals not to exceed 10 flight cycles, until the requirements of paragraph (i)(1) of this AD have been done.

(h) Airplanes Previously Inspected, With Incorrectly Oriented Fastener(s)

For airplanes on which an inspection required by paragraph (g) or (j) of AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), has been done as of receipt of this AD, and on which any incorrectly oriented fastener, but no fractured fastener, was found: Except as provided by paragraph (i)(3) of this AD, do a detailed visual inspection of all inboard flap fasteners of the hinge-box forward fitting at WS 76.50 and WS 127.25, on both wings, to determine if the fasteners are intact (non-fractured, with intact fastener head). Inspect within 10 flight cycles after receipt of this AD, or within

100 flight cycles after the most recent inspection done as required by AD 2014-03-17, whichever occurs first. Inspect in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A604-57-006, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5301 through 5665 inclusive); or Bombardier Alert Service Bulletin A605-57-004, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5701 through 5920 inclusive).

(1) If all fasteners are found intact, repeat the inspection thereafter at intervals not to exceed 10 flight cycles, until the requirements of paragraph (i)(1) of this AD have been done.

(2) If any fastener is found fractured: Before further flight, remove and replace all forward and aft fasteners at WS 76.50 and WS 127.25, regardless of condition or orientation, on both wings, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A604-57-006, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5301 through 5665 inclusive); or Bombardier Alert Service Bulletin A605-57-004, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5701 through 5920 inclusive). After replacement of all fasteners as required by paragraph (h)(2) of this AD, no further action is required by this AD.

(i) Terminating Action

(1) Replacement of all forward and aft fasteners at WS 76.50 and WS 127.25, on both wings, in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin A604-57-006, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5301 through 5665 inclusive); or Bombardier Alert Service Bulletin A605-57-004, Revision 01, dated September 26, 2013, including Appendices 1 and 2, dated September 26, 2013, or Revision 02, dated January 22, 2014, including Appendices 1 and 2, dated September 26, 2013 (for serial numbers 5701 through 5920 inclusive); terminates the requirements of this AD.

(2) Accomplishment of the applicable requirements of this AD constitutes terminating action for the requirements of AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), for that airplane only.

(3) Replacement, before receipt of this AD, of all fractured and incorrectly oriented fasteners, as provided by paragraph (i) or (k) of AD 2014-03-17, Amendment 39-17754 (79 FR 9389, February 19, 2014), is acceptable for compliance with the requirements of this AD.

(j) Special Flight Permit

Special flight permits to operate the airplane to a location where the airplane can be repaired in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) are not allowed.

(k) Other FAA Provisions

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

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

(l) Related Information

(1) For further information about this AD, contact: Aziz Ahmed, Aerospace Engineer, Propulsion and Services Branch, ANE-173, FAA, New York Aircraft Certification Office (ACO), 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7329; fax 516-794-5531.

(2) For copies of the service information referenced 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 referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA.

Issued in Renton, Washington, on August 19, 2014.

Original signed by:
Kevin Hull
Acting Manager,
Transport Airplane Directorate,
Aircraft Certification Service.