FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2017-20

9/18/2017 - 10/1/2017

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2017-01

2016-25-01		The Boeing Company	747-400, 747-400D, and 747-400F series; 757-200, -200PF, -200CB, and -300 series; 767-200, -300, -300F, and -400ER series; 767-300 and -300F series; and 767-300 and -300F series
2016-25-07		The Boeing Company	767-200 and -300 series
2016-25-25	R 2012-11-15	BAE (Operations) Limited	4101
2016-25-26		The Boeing Company	MD-90-30
2016-25-27		Airbus	A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R variant F
2016-25-29		The Boeing Company	767-200 and -300 series
2016-25-30		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; A340-642
2016-25-31		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, and -313; A340-541; and A340-642
2016-26-02		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705); and CL-600-2D24 (Regional Jet Series 900); CL-600-2E25 (Regional Jet Series 1000)
2016-26-03	R 2013-23-02	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2016-26-05	R 2014-26-08	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2017-01-07		Dassault Aviation	FAN JET FALCON; FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5; MYSTERE-FALCON 50
2017-01-08		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343 airplanes; and Model A340-211, -212, -213, -311, -312, -313, -541, and -642
2016-25-02		The Boeing Company	787-8 series

Biweekly 2017-02

2016-26-06		The Boeing Company	787-8 airplanes
2016-26-07		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2017-01-01	R 2014-05-25	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2017-01-02		The Boeing Company	787-8 and 787-9 airplanes
2017-01-04		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-01-05		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-01-06		Airbus	A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes
2017-01-09		The Boeing Company	767-300 and 767-300F series airplanes
2017-01-10		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DF, and C-212-DE airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes

Biweekly 2017-03

No ADs

Biweekly 2017-04

2017-01-03	R 2007-11-13	The Boeing Company	717-200 airplanes
2017-01-09	COR	The Boeing Company	767-300 and 767-300F series airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
2017-02-02	2005-13-30	The Boeing Company	737-100, -200, and -200C series airplanes
2017-02-03		The Boeing Company	767-200, -300, and -400ER series airplanes

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

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

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

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

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Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-16			
2017-13-05	R 2013-13-16	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2017-14-15		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2017-15-06	R 97-10-05	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2017-15-10		The Boeing Company	787-9 airplanes
2017-15-11		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2017-15-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-15-14		Bombardier, Inc.	CL-215-6B11 (CL-415 Variant) airplanes
2017-15-16		Embraer	EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes
2017-15-17		Airbus	A300 B4-605R and B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R airplanes
Biweekly 2017-17			
2017-14-12	R 2015-22-06	Airbus	318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-15-08		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2017-16-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2017-16-06		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
Biweekly 2017-18			
2017-16-09		Dassault Aviation	MYSTERE-FALCON 50 and FALCON 2000
2017-16-10		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2017-16-12	R 2013-19-09 R 2014-25-51	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2017-16-13		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2017-17-02	R 2014-20-09	Bombardier, Inc.	DHC-8-400, -401, and -402
2017-17-04		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-17-05		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2017-17-06		The Boeing Company	737-300, -400, and -500 series
2017-17-07		Rolls-Royce plc	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 turbofan engines
2017-17-08		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-541 and -642
2017-17-09		The Boeing Company	737-300, -400, and -500 series
2017-17-10	R 2015-23-12	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500; and ATR72-101, -201, -102, -202, -211, -212, and -212A
2017-17-11		Dassault Aviation	FALCON 7X
2017-17-12		Airbus	A310-203, -221, -222, -304, -322, -324, and -325
2017-17-13		Bombardier, Inc.	BD-100-1A10
2017-17-14		Saab AB, Saab Aeronautics	340A (SAAB/SF340A)
2017-17-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2017-17-16		The Boeing Company	767-200, -300, -300F, and -400ER series
2017-17-18		General Electric Company	CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5B1, CF34-8C5A2, CF34-8C5A3, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6 and CF34-8E6A1; CF34-8C5B1/B, CF34-8C5/B, CF34-8C5A1/B, CF34-

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
			8C5A2/B, CF34-8C5/M, CF34-8C5A1/M, CF34-C8C5A2/M, CF34-8C5A3/B, or CF34-8C5B1/M
2017-17-19		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) and MD-88
2017-18-05		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP
2017-18-06	R 2012-05-03	The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2017-18-07		Dassault Aviation	FALCON 7X
2017-18-08		Dassault Aviation	FALCON 2000 and FALCON 2000EX
Biweekly 2017-19			
2017-16-07		Airbus	A330 and A340 airplanes
2017-16-08	R 2012-23-09	Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW; and ERJ 190-200 STD, -200 LR, and -200 IGW airplanes
2017-17-17	R 2011-03-08	Viking Air Limited	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), CL-215-6B11 (CL-415 Variant) airplanes
2017-18-09		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-18-12	R 2016-11-20	B/E Aerospace	Protective Breathing Equipment (PBE), part numbers (P/N) 119003-11 and 119003-21
2017-18-14	R 2015-02-22	Rolls-Royce Corporation	250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20W, -C300/A1, and -C300/B1 turboshaft engines
2017-18-15		Airbus	A300 and A310 airplanes
2017-18-16		The Boeing Company	737-700 and -700C series airplanes
2017-18-17	R 2004-23-20	Airbus	A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, and A300 C4-605R Variant F airplanes
2017-18-18		Airbus	A350-941 airplanes
2017-18-19		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2017-18-21	R 2017-13-12	Airbus	A318, A319, A320, and A321 airplanes
2017-19-02		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2017-19-03		Dassault Aviation	MYSTERE-FALCON 900 airplanes
2017-19-04		Dassault Aviation	FALCON 900EX airplanes
Biweekly 2017-20			
2017-16-01		Ameri-King Corporation	AK-450-( ) and AK-451-( ) series emergency locator transmitters
2017-18-21	R 2017-13-12 Republication	Airbus	A318, A319, A320, A321 airplanes
2017-19-05		Siemens S.A.S.	Smoke detectors
2017-19-06		Bombardier, Inc.	CL-600-1A11, -2A12, -2B16 airplanes
2017-19-07	R 2013-02-12	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-19-08		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes
2017-19-09	R 2014-25-01	Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-19-10		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-19-11		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2017-19-12	R 2014-13-17	Airbus	A300, A310 airplanes
2017-19-13	R 2001-16-01 R 2014-17-06	Airbus	A330 airplanes
2017-19-14	R 2014-16-27	Dassault Aviation	FALCON 900EX airplanes
2017-19-16		Rolls-Royce plc	RB211 Trent 553-61, Trent 553A2-61, Trent 556-61, Trent 556A2-61, Trent 556B-61, Trent 556B2-61, Trent 560-61, and Trent 560A2-61 turbofan engines
2017-19-17	R 2016-17-02	Dassault Aviation	FALCON 900EX, FALCON 2000EX airplanes
2017-19-18		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-19-19		Rolls-Royce plc	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 turbofan engines
2017-19-22	R 2014-07-09	British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201 airplanes
2017-19-23	R 2015-15-10	Airbus	A318, A319, A320, A321 airplanes
2017-19-24	R 2014-26-10	Airbus	A318, A319, A320, A321 airplanes
2017-19-25		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300, and Model C-295 airplanes
2017-19-26	R 2008-12-04	The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-19-27		Bombardier, Inc.	DHC-8-401 and -402 airplanes
2017-20-01		Honeywell International Inc.	TFE731-20 and TFE731-40 turbofan engines
2017-20-02	R 2017-13-05	Airbus	A330, A340 airplanes

2017-16-01 Ameri-King Corporation: Amendment 39-18978; Docket No. FAA-2016-6673; Directorate Identifier 2015-NM-092-AD.

(a) Effective Date

This AD is effective October 24, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Ameri-King Corporation Model AK-450-( ) and AK-451-( ) series emergency locator transmitters (ELTs). This appliance is installed on, but not limited to, aircraft identified in table 1 to paragraph (c) of this AD.

Table 1 to Paragraph (c) of This AD–Certain Aircraft That Might Have Affected ELTs Installed

Aircraft	ELT model
Airbus rotorcraft	AK-451.
American Champion Aircraft Corp. airplanes	AK-450 and AK-451.
Aviat Aircraft Inc. airplanes	AK-450.
Beechcraft Corporation airplanes	AK-451.
Bombardier Inc. airplanes	AK-451.
Cessna Aircraft Company airplanes	AK-451.
Cirrus Design Corporation airplanes	AK-451.
Diamond Aircraft Industries Inc. airplanes	AK-450 and AK-451.
Eclipse Aerospace Inc. airplanes	AK-451.
Embraer S.A. airplanes	AK-451.
KitFox Aircraft LLC (formerly SkyStar Aircraft Corporation and also Denney Aerocraft Company) airplanes	AK-450.
Luscombe Aircraft Corporation airplanes	AK-450 and AK-451.
Mooney Aircraft Corporation airplanes	AK-450.
Piper Aircraft Inc. airplanes	AK-451.

Robinson Helicopter Company rotorcraft	AK-451.
Sikorsky Aircraft Corporation rotorcraft	AK-451.
SOCATA, S.A., Socata Groupe Aerospatiale airplanes	AK-450.
Twin Commander Aircraft LLC airplanes	AK-451.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2562, Emergency Locator Beacon.

(e) Unsafe Condition

This AD was prompted by multiple reports of ELT failure. This AD was also prompted by a report of noncompliance to quality standards and manufacturer processes related to Ameri-King Corporation ELTs. Failure to adhere to these standards and processes could result in ELTs that do not function. We are issuing this AD to detect and correct nonfunctioning ELTs, which, if not corrected, could delay or impede the rescue of the flightcrew and passengers after an emergency landing.

(f) Compliance

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

(g) Repetitive Actions and Corrective Actions

Within 12 months after the effective date of this AD, do general visual inspections of the ELT for discrepancies; checks, tests, and verifications, as applicable, to ensure the ELT is functioning; and all applicable corrective actions; in accordance with section 3.4, “Periodic Maintenance,” of Ameri-King Corporation Document IM-450, “INSTALLATION & OPERATION MANUAL,” Revision A, dated October 18, 1995; or section 3.4, “Periodic Maintenance (Instructions for Continued Airworthiness),” Ameri-King Corporation Document IM-451, “INSTALLATION AND OPERATION MANUAL,” Revision NC-4.1h, dated July 5, 2014; as applicable; and as required by paragraph (h) of this AD. Do all applicable corrective actions following 14 CFR 91.207(a), 14 CFR 91.207(f), and 14 CFR 135.168, as applicable, and other applicable operating rules under subchapters F and G of 14 CFR chapter I (hereafter referred to as “other applicable operating rules”) after accomplishing the inspections, checks, tests, and verifications. Repeat the inspections and applicable checks, tests, and verifications thereafter at intervals not to exceed 12 months until the terminating action specified in paragraph (j) of this AD is done. Operators are not required to get replacement batteries from Ameri-King Corporation.

(h) Additional Corrective Actions

(1) If, during any action required by paragraph (g) of this AD, any ELT fails the functional test specified in step 6., the verification specified in step 7., or the activation check specified in step 8., of section 3.4, “Periodic Maintenance,” of Ameri-King Corporation Document IM-450, “INSTALLATION & OPERATION MANUAL,” Revision A, dated October 18, 1995, do the actions specified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) Replace the affected Model AK-450-( ) ELT with a serviceable FAA-approved ELT as specified in paragraph (i) of this AD (“Definition of Serviceable FAA-approved ELT”), following 14 CFR 91.207(a), 14 CFR 91.207(f), and 14 CFR 135.168, as applicable, and other applicable operating rules.

(ii) Repair the ELT using approved maintenance practices and following 14 CFR 91.207(a), 14 CFR 91.207(f), and 14 CFR 135.168, as applicable, and other applicable operating rules.

(2) If, during any action required by paragraph (g) of this AD, any ELT fails any of the actions specified in paragraphs (h)(2)(i) through (h)(2)(v) of this AD: Replace the affected Model AK-451-( ) ELT with a serviceable FAA-approved ELT as specified in paragraph (i) of this AD ("Definition of Serviceable FAA-approved ELT"), following 14 CFR 91.207(a), 14 CFR 91.207(f), and 14 CFR 135.168, as applicable, and other applicable operating rules; or repair the ELT using approved maintenance practices and following 14 CFR 91.207(a), 14 CFR 91.207(f), and 14 CFR 135.168, as applicable, and other applicable operating rules.

(i) The operational test specified in step 3.4.6 of section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," of Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014.

(ii) Any check specified in step 3.4.7 of section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," of Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014.

(iii) The digital message verification specified in step 3.4.8 of section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," of Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014.

(iv) The registration verification specified in step 3.4.9 of section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," of Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014.

(v) The verification of the ELT and global positioning system (GPS) interface specified in step 3.4.10 of section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," of Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014.

(3) If, during any action required by paragraph (g) of this AD, any of the discrepancies specified in paragraphs (h)(3)(i) through (h)(3)(vi) of this AD are found, repair all discrepancies using approved maintenance practices and following 14 CFR 91.207(a), 14 CFR 91.207(f), and 14 CFR 135.168, as applicable, and other applicable operating rules.

(i) Any unsecured fastener or mechanical assembly.

(ii) Any cuts or abrasions on the coaxial cable outer jacket.

(iii) Any corrosion on the "BNC" connectors and mating plug on the antenna and the ELT main unit.

(iv) Any wear or abrasion on the modular cable outer jacket.

(v) Any corrosion on the jack and plug of the modular connecting cable.

(vi) Any corrosion on the battery compartment.

(i) Definition of Serviceable FAA-Approved ELT

For the purposes of this AD, a serviceable FAA-approved ELT is any FAA-approved ELT other than a Model AK-450-( ) and AK-451-( ) series ELT produced by Ameri-King Corporation.

(j) Optional Terminating Action

Doing the applicable action specified in paragraph (j)(1) or (j)(2) of this AD terminates the actions required by paragraphs (g) and (h) of this AD.

(1) For aircraft required by operating regulations to be equipped with an ELT: Replace the ELT with a serviceable FAA-approved ELT as specified in paragraph (i) of this AD ("Definition of Serviceable FAA-approved ELT").

(2) For aircraft not required by operating regulations to be equipped with an ELT: Replace the ELT with a serviceable FAA-approved ELT as specified in paragraph (i) of this AD ("Definition of Serviceable FAA-approved ELT"). The ELT may be removed as an alternative to the ELT

replacement; if an ELT is re-installed, it must be a serviceable ELT as specified in paragraph (i) of this AD ("Definition of Serviceable FAA-approved ELT").

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office, 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.

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

(l) Related Information

For more information about this AD, contact Gilbert Ceballos, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5372; fax: 562-627-5210; email: gilbert.ceballos@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Section 3.4, "Periodic Maintenance," Ameri-King Corporation Document IM-450, "INSTALLATION & OPERATION MANUAL," Revision A, dated October 18, 1995.

(ii) Section 3.4, "Periodic Maintenance (Instructions for Continued Airworthiness)," Ameri-King Corporation Document IM-451, "INSTALLATION AND OPERATION MANUAL," Revision NC-4.1h, dated July 5, 2014.

(3) For service information identified in this AD, contact Gilbert Ceballos, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5372; fax: 562-627-5210; email: gilbert.ceballos@faa.gov.

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

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

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

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

(a) Effective Date

This AD is effective September 28, 2017.

(b) Affected ADs

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

(c) Applicability

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

(1) Airbus Model A318-111, -112, -121, and -122 airplanes.

(2) Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.

(3) Airbus Model A320-211, -212, -214, -231, -232, and -233 airplanes.

(4) Airbus Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

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

(f) Compliance

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

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

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

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

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

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

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

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

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

Figure 1 to paragraphs (g), (h), and (i) of this AD –
Affected MLG side stay assemblies

Models	Affected Part Numbers (P/N)	Strike Number not Cancelled
A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-211, A320-212, A320-214, A320-231, A320-232, and A320-233 airplanes	[1]201166001-xxx [1]201166002-xxx [1]201166003-xxx [1]201166004-xxx [1]201166005-xxx [1]201166006-xxx [1]201166007-xxx [1]201166008-xxx [1]201166009-xxx [1]201166010-xxx [1]201166011-xxx [1]201166012-xxx [2]201166013-000 through 201166013-030 inclusive [2]201166014-000 through 201166014-030 inclusive	12
A321-111, A321-112, and A321-131 airplanes	[2]201390001-000 through 201390001-040 inclusive [2]201390002-000 through 201390002-040 inclusive [2]201527001-000 through 201527001-025 inclusive [2]201527002-000 through 201527002-025 inclusive	15
A321-211, A321-212, A321-213, A321-231, and A321-232 airplanes	[2]201524001-000 through 201524001-035 inclusive [2]201524002-000 through 201524002-035 inclusive [2]201660001-000 through 201660001-030 inclusive [2]201660002-000 through 201660002-030 inclusive	15

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

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

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

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

(i) Retained Parts Installation Prohibition, With No Changes

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

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

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

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(l) Related Information

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

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

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

(m) Material Incorporated by Reference

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

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

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

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

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

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

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

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

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

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

Issued in Renton, Washington, on August 31, 2017.
Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2017-19-05 Siemens S.A.S.: Amendment 39-19035; Docket No. FAA-2017-0099; Product Identifier 2017-NE-02-AD.

(a) Effective Date

This AD becomes effective October 31, 2017.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Siemens S.A.S. smoke detectors, part numbers (P/Ns) PMC1102-02, PMC3100-00, and GMC1102-02, with serial numbers (S/Ns) listed in paragraph 1/D/of Siemens Service Information Letter (SIL) No. PMC-26-002, Revision No. 1, dated January 2016; or paragraph 1/D/of Siemens SIL No. PMC-26-003, Revision No. 2, dated February 2016.

(2) This AD also applies to those smoke detectors with P/Ns and S/Ns listed in Figure 1 to paragraph (c) of this AD; installed on, but not limited to, any airplane, certificated in any category, listed in paragraphs (c)(2)(i) or (ii) of this AD.

Figure 1 to Paragraph (c) of This AD–P/N and S/Ns of Repaired Smoke Detectors

P/N	S/N
PMC1102-2	2129, 2281, 2335, 2343, 2356, 2399, 2411, 2428, 2588, 2731, 2851, 2888, 3658, 3696, 3710, 3729, 3731, 5032, 5039, 5040, 5107, 5216, 5233, 50069, 50075, 50087, 50122, 50204, 50250, 50264, 50268, 50270, 50272, 50366 and 50386.
PMC3100-00	201, 208, 213 227, 260, 268, 312, 528, 588, 592, 606, 652, 655, 660, 667, 50037, 50046, 50058, 50060, 50062, 50067, 50070, 50072 and 50090.

(i) in production on Airbus A330, A330 freighter, and A380 airplanes;

(ii) in service by supplemental type certificate modification on:

(A) Airbus A319 and A320, and Bombardier CL-600-2B19 (Challenger 850), Boeing (formerly McDonnell Douglas) DC-9 series 80 airplanes; and

(B) Boeing 737-400 (BDSF), 767, and 747-8 airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 2611, Smoke Detection.

(e) Reason

This AD was prompted by a report that the affected smoke detectors failed an acceptance test. We are issuing this AD to prevent failure of the smoke detector, on-board uncontrolled fire, and damage to the airplane.

(f) Compliance

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

(1) Within 30 days after the effective date of this AD, inspect each Siemens smoke detector, or review your maintenance records, to determine if an affected detector is installed.

(2) For smoke detectors identified in paragraph (c)(1) of this AD, replace the detectors within the compliance times specified in Figures 2, 3, and 4 to paragraph (f) of this AD.

Figure 2 to Paragraph (f) of This AD–P/N PMC1102-02 [Cargo compartments]

Manufacturing date (month/year)	Compliance time (after the effective date of this AD)
122010 to 112011 inclusive	Within 5 months.
122011 to 012013 inclusive	Within 11 months.

Figure 3 to Paragraph (f) of this AD–P/N PMC310-00 Detectors [Cargo compartments]

Manufacturing date (month/year)	Compliance time (after the effective date of this AD)
032011 to 012012 inclusive	Within 5 months.
022012 to 012013 inclusive	Within 11 months.

Figure 4 to Paragraph (f) of This AD–P/N GMC1102-02 [Passenger cabin or any other location]

Manufacturing date (month/year)	Compliance time (after the effective date of this AD)
112010 to 022012 inclusive	Within 24 months.
032012 to 122012 inclusive	Within 36 months.

(3) For smoke detectors identified in paragraph (c)(2) of this AD, replace the detectors within 5 months after the effective date of this AD.

(g) Installation Prohibition

After the effective date of this AD, do not install on any airplane a smoke detector:

(1) With a manufacturing date and P/N listed in Figure 2 or 3 to paragraph (f) of this AD;

(2) listed in Figure 4 to paragraph (f) of this AD unless the detector is marked ‘SIL PMC-26-002'.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

(1) For more information about this AD, contact Erin Hulverson, Aerospace Engineer, FAA, Boston ACO Branch, Compliance and Airworthiness Division, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7655; fax: 781-238-7199; email: erin.hulverson@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2016-0024, dated January 26, 2016, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2017-0099.

(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 the AD specifies otherwise.

(i) Siemens Service Information Letter (SIL) No. PMC-26-002, Revision No. 1, dated January 2016.

(ii) Siemens SIL No. PMC-26-003, Revision No. 2, dated February 2016.

(3) For Siemens service information identified in this AD, contact Siemens, Aviation Customer Support, 697 Rue Fourny, 78530 Buc, France; phone: (33) 1 3084 6650; fax: (33) 1 3956 1364.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, Policy and Innovation Division, 1200 District Avenue, 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 September 20, 2017.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2017-19-06 Bombardier, Inc.: Amendment 39-19036; Docket No. FAA-2017-0511; Product Identifier 2016-NM-176-AD.

(a) Effective Date

This AD is effective October 27, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes specified in paragraphs (c)(1) through (c)(3) of this AD, certificated in any category.

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

(2) Bombardier, Inc. Model CL-600-2A12 (CL-601 Variant) airplanes, serial numbers 3001 through 3066 inclusive.

(3) Bombardier, Inc. Model CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes, serial numbers 5001 through 5194 inclusive; serial numbers 5301 through 5665 inclusive, and serial numbers 5701 through 5851 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a new life limitation that has been introduced for the side brace fitting shaft and side brace-to-airplane fitting pin of the main landing gear (MLG). We are issuing this AD to prevent the loss of structural integrity of the affected part.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, by incorporating the life limits for the side brace fitting shaft and side brace-to-airplane fitting pin of the MLG, as applicable, identified in table 1 to paragraph (g) of this AD. The initial compliance time for accomplishing the replacement is at the applicable time in the Bombardier Time Limits/Maintenance Checks (TLMC) Manual revisions specified in table 1 to paragraph (g) of this AD, or within 30 days after the effective date of this AD, whichever occurs later.

Table 1 to Paragraph (g) of This AD–Life Limits for the Affected Parts

Airplane model (serial Nos. (S/Ns))	Part name	Part No.	TLMC manual No.	Section	Revision No.	Revision date
CL-600-1A11 (S/Ns 1004 through 1085 inclusive)	MLG Side Brace-to-Airplane Fitting Pin	600-10237-1/-5	PSP 605	5-10-10	37	April 29, 2016.
CL-600-2A12 (S/N 3001-3066 inclusive)	MLG Side Brace-to-Airplane Fitting Pin	600-10237-3	PSP 601-5	5-10-10	42	April 22, 2014.
CL-600-2B16 (S/Ns 5001-5194 inclusive)	MLG Side Brace-to-Airplane Fitting Pin	600-10237-3	PSP 601A-5	5-10-10	38	April 22, 2014.
CL-600-2B16 (S/Ns 5301-5665 inclusive)	MLG Side Brace Fitting Shaft	601R10237-1/-3	CL-604	5-10-10 (Part 2)	26	June 9, 2016.
CL-600-2B16 (S/Ns 5701-5851 inclusive)	MLG Side Brace Fitting Shaft	601R10237-1/-3	CL-605	5-10-10 (Part 2)	14	June 9, 2016.

(h) Inspection, Serialization, and Recording of Life Limited Parts

Within 48 months after the effective date of this AD: Inspect to identify the serial number, serialize, and record the accumulated life of the side brace fitting shaft of the MLG, as applicable, in accordance with the Accomplishment Instructions of the applicable service information identified in paragraphs (h)(1) through (h)(4) of this AD.

(1) For CL-600-1A11 airplanes (S/Ns 1004 through 1085 inclusive): Bombardier Service Bulletin 600-0768, dated September 9, 2014.

(2) For CL-600-2A12 (S/Ns 3001 through 3066 inclusive) and CL-600-2B16 airplanes (S/Ns 5001 through 5194 inclusive): Bombardier Service Bulletin 601-0636, Revision 01, dated May 10, 2016.

(3) For CL-600-2B16 airplanes (S/Ns 5301 through 5665 inclusive): Bombardier Service Bulletin 604-57-005, dated September 9, 2014.

(4) For CL-600-2B16 airplanes (S/Ns 5701 through 5851 inclusive): Bombardier Service Bulletin 605-57-003, dated September 9, 2014.

(i) No Reporting Requirement

Although the service information identified in paragraphs (h)(1) through (h)(4) of this AD specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) No Alternative Actions and Intervals

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

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs)

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

(2) Contacting the Manufacturer

For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or 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 Airworthiness Directive CF-2016-17R2, dated June 29, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0511.

(2) For more information about this AD, contact Aziz Ahmed, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7329; fax 516-794-5531.

(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) Section 5-10-10, Time Limits (Structural), of the Airworthiness Limitations, of the Bombardier Challenger 600 Time Limits/Maintenance Checks Manual, Publication No. PSP 605, Revision 37, dated April 29, 2016. The revision level is only identified in the Record of Revisions.

(ii) Section 5-10-10, Time Limits (Structural)–Pre SB 601-0280, of the Airworthiness Limitations, of the Bombardier Challenger 601 Time Limits/Maintenance Checks Manual,

Publication No. PSP 601-5, Revision 42, dated April 22, 2014. The revision level is only identified in the Record of Revisions.

(iii) Section 5-10-10, Time Limits (Structural), of the Airworthiness Limitations, of the Bombardier Challenger 601 Time Limits/Maintenance Checks Manual, Publication No. PSP 601A-5, Revision 38, dated April 22, 2014. The revision level is only identified in the Record of Revisions.

(iv) Section 5-10-10, Life Limits (Structures), of Part 2, Airworthiness Limitations, of the Bombardier Challenger CL-604 Time Limits/Maintenance Checks Manual, Publication No. CH 604 TLMC, Revision 26, dated June 9, 2016. The revision level is only identified in the Record of Revisions.

(v) Section 5-10-10, Life Limits (Structures) to Part 2, Airworthiness Limitations, of the Bombardier Challenger CL-605 Time Limits/Maintenance Checks Manual, Publication No. CH 605 TLMC, Revision 14, dated June 9, 2016. The revision level is only identified in the Record of Revisions.

(vi) Bombardier Service Bulletin 600-0768, dated September 9, 2014.

(vii) Bombardier Service Bulletin 601-0636, Revision 01, dated May 10, 2016.

(viii) Bombardier Service Bulletin 604-57-005, dated September 9, 2014.

(ix) Bombardier Service Bulletin 605-57-003, dated September 9, 2014.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America toll-free telephone 1-866-538-1247 or direct-dial telephone 1-514-855-2999; fax 514-855-7401; email ac.yul@aero.bombardier.com; Internet http://www.bombardier.com.

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

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

Issued in Renton, Washington, on September 7, 2017.

Jeffrey E, Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-07 Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.): Amendment 39-19037; Docket No. FAA-2017-0555; Product Identifier 2016-NM-183-AD.

(a) Effective Date

This AD is effective October 25, 2017.

(b) Affected ADs

This AD replaces AD 2013-02-12, Amendment 39-17333 (78 FR 7262, February 1, 2013) ("AD 2013-02-12").

(c) Applicability

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

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire protection.

(e) Reason

This AD was prompted by reports of incorrect electrical polarity connections on engine fire extinguishing discharge cartridges. We are issuing this AD to detect and correct incorrect polarity connections, which could prevent the actuation of the discharge cartridge in case of automatic fire detection or manual initiation during a potential engine fire, and could result in damage to the airplane and injury to passengers.

(f) Compliance

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

(g) Retained Inspection, With Revised Service Information

This paragraph restates the requirements of paragraph (g) of AD 2013-02-12, with revised service information. Within 30 days after March 8, 2013 (the effective date of AD 2013-02-12), do a one-time inspection to identify the correct polarity for each pair of electrical connectors on each engine fire extinguisher cartridge, in accordance with the Instructions of Airbus Military All Operator Letter 235-020, dated March 9, 2012; or Airbus Military All Operator Letter 235-020, Revision 01, dated November 12, 2013.

(h) New Requirement of This AD: Repetitive Inspections

As of 30 days after the effective date of this AD: Before further flight after accomplishing each maintenance task involving disconnection or reconnection of an electrical connector of an engine fire extinguisher cartridge, determine the polarity of each pair of electrical connectors of the affected engine fire extinguisher cartridge, in accordance with the Instructions of Airbus Military All Operator Letter 235-020, Revision 01, dated November 12, 2013.

(i) New Requirement of This AD: Corrective Action

If, during any inspection required by paragraph (g) or (h) of this AD, erroneous wiring polarity installation is detected, before further flight, repair the erroneous polarity in accordance with a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or EADS CASA's EASA Design Organization Approval (DOA).

(j) New Requirement of This AD: Modification

Within 24 months after the effective date of this AD: Modify the installation of the fire extinguisher circuit harnesses, in accordance with the Accomplishment Instructions of EADS CASA Service Bulletin SB-235-26-0005, dated July 9, 2014.

(k) Terminating Action

The modification required in paragraph (j) of this AD terminates the actions required in paragraphs (g) and (h) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0201, dated October 11, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0555.

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

(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 October 25, 2017.

(i) Airbus Military All Operator Letter 235-020, Revision 01, dated November 12, 2013.

(ii) EADS CASA Service Bulletin SB-235-26-0005, dated July 9, 2014.

(4) The following service information was approved for IBR on March 8, 2013 (78 FR 7262, February 1, 2013).

(i) Airbus Military All Operator Letter 235-020, dated March 9, 2012.

(ii) Reserved.

(5) For service information identified in this AD, contact Airbus Defense and Space Services/Engineering Support, Avenida de Aragón 404, 28022 Madrid, Spain; telephone +34 91 585 55 84; fax +34 91 585 31 27; email MTA.TechnicalService@airbus.com.

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

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

Issued in Renton, Washington, on September 7, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-08 Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.): Amendment 39-19038; Docket No. FAA-2017-0623; Product Identifier 2017-NM-024-AD.

(a) Effective Date

This AD is effective October 25, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Defense and Space S.A. Model C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of failures of the rudder pedal control system support and a determination that the welding area of the affected support structure had broken. We are issuing this AD to prevent failure of the rudder control system, which could result in reduced controllability of the airplane.

(f) Compliance

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

(g) Modification

Within 12 months after the effective date of this AD: Modify the rudder pedal adjustment system, in accordance with the Accomplishment Instructions of EADS CASA Service Bulletin SB-212-27-0057, dated May 21, 2014.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

paragraph (i)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0036, dated February 21, 2017, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0623.

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

(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) EADS CASA Service Bulletin SB-212-27-0057, dated May 21, 2014.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus Defense and Space Services/Engineering Support, Avenida de Aragón 404, 28022 Madrid, Spain; telephone +34 91 585 55 84; fax +34 91 585 31 27; email MTA.TechnicalService@airbus.com.

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

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

Issued in Renton, Washington, on September 7, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-09 Bombardier, Inc.: Amendment 39-19039; Docket No. FAA-2017-0334; Product Identifier 2017-NM-008-AD.

(a) Effective Date

This AD is effective October 25, 2017.

(b) Affected ADs

This AD replaces AD 2014-25-01, Amendment 39-18042 (79 FR 73808, December 12, 2014).

(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 4533 inclusive, and 4535, equipped with any nose landing gear (NLG) shock strut assembly having part number 47100-9, 47100-11, 47100-13, 47100-15, 47100-17, or 47100-19.

(d) Subject

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

(e) Reason

This AD was prompted by reports of discrepancies of a certain bolt at the pivot pin link, resulting in corrosion of the bolt. We are issuing this AD to prevent failure of the pivot pin retention bolt, which could result in a loss of directional control or loss of an NLG tire during takeoff or landing.

(f) Compliance

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

(g) Installation of Improved Pivot Pin Retention Mechanism and Bolt

Within 6,000 flight hours or 36 months after the effective date of this AD, whichever occurs first: Install a new pivot pin retention mechanism to the NLG shock strut assembly, and replace the existing pivot pin retention bolt with a new bolt, in accordance with paragraph 3.B., “Procedure,” of the Accomplishment Instructions of Bombardier Service Bulletin 84-32-145, Revision A, dated October 18, 2016.

(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 84-32-145, dated July 26, 2016.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO Branch, 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-2009-29R2, dated December 21, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0334.

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

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (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 84-32-145, Revision A, dated October 18, 2016.

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

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

Issued in Renton, Washington, on September 7, 2017.

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-10 The Boeing Company: Amendment 39-19040; Docket No. FAA-2016-9185; Product Identifier 2016-NM-077-AD.

(a) Effective Date

This AD is effective October 27, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 757-200, -200PF, and -200CB series airplanes, certificated in any category, equipped with a main cargo door (MCD), except those airplanes that have been converted from a passenger to freighter configuration in accordance with Supplemental Type Certificate ST01529SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/9c0283b6ce0b9ff18625806b007340b9/$FILE/ST01529SE.pdf).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an analysis of the cam support assemblies of the MCD that indicated that the existing maintenance program for the cam support assemblies is not adequate to reliably detect cracks before two adjacent cam support assemblies could fail. We are issuing this AD to detect and correct cracking of the cam support assemblies of the MCD, which could result in reduced structural integrity of the MCD and consequent rapid decompression of the airplane.

(f) Compliance

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

(g) Inspection To Determine Part Numbers

At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD: Inspect the cam support assemblies of the MCD to determine whether part number (P/N) 69-23588-5, 69-23588-6, 69-23588-7, 69-23588-8, 69-23588-9, or 69-23588-10 is installed. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number(s) of the cam support assemblies of the MCD can be conclusively determined from that review.

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

(2) Within 2,743 flight cycles or 27 months after the effective date of this AD, whichever occurs later.

(h) Inspections and Corrective Actions

If, during the inspection required by paragraph (g) of this AD, any cam support assembly of the MCD having P/N 69-23588-5, 69-23588-6, 69-23588-7, 69-23588-8, 69-23588-9, or 69-23588-10 is determined to be installed: At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD, do an ultrasonic inspection to detect cracking of the affected cam support assemblies of the MCD; and do all applicable replacements; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 757-52A0094, Revision 2, dated May 2, 2017. Do all applicable replacements before further flight. Repeat the inspection thereafter at intervals not to exceed 6,000 flight cycles. Replacement of a cam support assembly of the MCD does not terminate the repetitive inspections required by this paragraph.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 757-52A0094, dated December 23, 2015; or Boeing Alert Service Bulletin 757-52A0094, Revision 1, dated April 21, 2016.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

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

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

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

(k) Related Information

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

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

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 757-52A0094, Revision 2, dated May 2, 2017.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on September 7, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-11 Bombardier, Inc.: Amendment 39-19041; Docket No. FAA-2016-8177; Product Identifier 2015-NM-129-AD.

(a) Effective Date

This AD is effective October 23, 2017.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by a determination that a certain task in the aircraft maintenance manual (AMM) will not accomplish the intent of a candidate certification maintenance requirement (CCMR). This CCMR task tests the pitch feel (PF) and rudder travel limiter actuator (RTLA) back-up modules in the flight control unit (FCU) to detect dormant failures. We are issuing this AD to detect and correct a dormant failure of both FCU back-up modules. This condition, in combination with other failures in the FCU, may result in the inability to maintain the minimum control requirements for the PF and RTLA, which could create hazardous flight control inputs during flight.

(f) Compliance

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

(g) FCU Operational Test

(1) For airplanes with an FCU that has accumulated 3,000 total flight hours or more as of the effective date of this AD: Within 15 months or 700 flight hours, whichever occurs first, after the effective date of this AD, do an operational test of the FCU back-up modules, in accordance with a method approved by the Manager, New York ACO Branch, FAA.

(2) For airplanes with an FCU that has accumulated less than 3,000 total flight hours as of the effective date of this AD, and on which an operational test has been accomplished as specified in AMM task 27-61-05-710-801: Within 15 months or 700 flight hours, whichever occurs first, after the effective date of this AD, do an operational test of the FCU back-up modules, in accordance with a method approved by the Manager, New York ACO Branch, FAA.

(3) For airplanes with an FCU that has accumulated less than 3,000 total flight hours as of the effective date of this AD, and on which an operational test has not been accomplished as specified in AMM task 27-61-05-710-801: Before the FCU accumulates 3,000 total flight hours or within 30 days after the effective date of this AD, whichever occurs later, perform an operational test of the FCU back-up modules, in accordance with a method approved by the Manager, New York ACO Branch, FAA.

(h) Corrective Action

If any FCU fails any operational test required by this AD: Before further flight, repair using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO).

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. 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 Branch, FAA; or TCCA; or Bombardier, Inc.'s TCCA 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-2015-06R1, dated April 22, 2015, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-8177.

(2) For more information about this AD, contact Assata Dessaline, Aerospace Engineer, Avionics and Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7301; fax 516-794-5531.

(k) Material Incorporated by Reference

None.

Issued in Renton, Washington, on September 7, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-12 Airbus: Amendment 39-19042; Docket No. FAA-2017-0339; Product Identifier 2016-NM-078-AD.

(a) Effective Date

This AD is effective October 24, 2017.

(b) Affected ADs

This AD replaces 2014-13-17, Amendment 39-17893 (79 FR 41098, July 15, 2014) ("AD 2014-13-17").

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(6) of this AD, all manufacturer serial numbers.

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of failures of the right inner tank fuel pump. We are issuing this AD to prevent a fuel pump from overheating, which could result in a fuel tank explosion and consequent loss of the airplane.

(f) Compliance

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

(g) Retained: Repetitive Functional Tests of Circuit Breakers, With New Terminating Action

This paragraph restates the requirements of paragraph (g) of AD 2014-13-17, with a new terminating action.

(1) Within 6 months or 500 flight hours after August 19, 2014 (the effective date of AD 2014-13-17), whichever occurs first: Do a functional test of the circuit breakers for the fuel pump power supply, as identified in paragraphs (g)(1)(i), (g)(1)(ii), and (g)(1)(iii) of this AD, as applicable, in accordance with Airbus Alert Operators Transmission A28W002-13, dated July 23, 2013. Repeat the

functional test thereafter at intervals not to exceed 6 months or 500 flight hours, whichever occurs first, until the fuel pump installation required by paragraph (h) of this AD is accomplished.

(i) For Airbus Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 airplanes: Inner and outer pump, No. 1 and No. 2, left-hand (LH) side and right-hand (RH) side.

(ii) For Airbus Model A300 B4-2C, B4-103, B4-203, B4-601, B4-603, B4-620, and B4-622 airplanes; and Model A310-203, -204, -221, and -222 airplanes:

(A) Inner and outer pump, No. 1 and No. 2, LH and RH; and

(B) Center pump, LH and RH.

(iii) For Airbus Model A300 B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes; and Model A310-304, -322, -324, and -325 airplanes:

(A) Inner and outer pump, No. 1 and No. 2, LH and RH;

(B) Center pump, LH and RH; and

(C) Trim tank pump No. 1 and No. 2.

(2) If, during any functional test required by paragraph (g)(1) of this AD, any circuit breaker fails any functional test, or any circuit breaker is found to be stuck closed, before further flight, replace the affected circuit breaker with a serviceable part, in accordance with Airbus Alert Operators Transmission A28W002-13, dated July 23, 2013.

(3) The replacement of one or more circuit breakers as required by paragraph (g)(2) of this AD does not terminate the repetitive functional tests required by paragraph (g)(1) of this AD.

(h) New Requirement of This AD: Installation of Fuel Pumps Having a New Standard

Within 72 months after the effective date of this AD: Install a fuel pump having a new standard at each applicable location on the airplane, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (h)(1), (h)(2), or (h)(3) of this AD. Accomplishment of the installation of fuel pumps having the new standard terminates the requirement for the repetitive functional tests required by paragraph (g)(1) of this AD.

(1) Airbus Service Bulletin A300-28-0093, dated December 15, 2015.

(2) Airbus Service Bulletin A300-28-6111, Revision 01, dated February 29, 2016.

(3) Airbus Service Bulletin A310-28-2176, dated December 15, 2015.

(i) Parts Installation Prohibition

After the installation of any fuel pump having a new standard on an airplane, as required by paragraph (h) of this AD, no person may install any fuel pump having part number 2052Cxx (where “xx” represents any numerical combination) on that airplane.

(j) Credit for Previous Actions

This paragraph provides credit for the installation required by paragraph (h) of this AD, if the installation was done before the effective date of this AD using Airbus Service Bulletin A300-28-6111, dated December 15, 2015.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

paragraph (l)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0080, dated April 21, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0339.

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

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

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 24, 2017.

(i) Airbus Service Bulletin A300-28-0093, dated December 15, 2015.

(ii) Airbus Service Bulletin A300-28-6111, Revision 01, dated February 29, 2016.

(iii) Airbus Service Bulletin A310-28-2176, dated December 15, 2015.

(4) The following service information was approved for IBR on August 19, 2014 (79 FR 41098, July 15, 2014).

(i) Airbus Alert Operators Transmission A28W002-13, dated July 23, 2013.

(ii) Reserved.

(5) 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.

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

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

Issued in Renton, Washington, on September 7, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-13 Airbus: Amendment 39-19043; Docket No. FAA-2017-0561; Product Identifier 2016-NM-141-AD.

(a) Effective Date

This AD is effective October 25, 2017.

(b) Affected ADs

This AD replaces AD 2001-16-01, Amendment 39-12369 (66 FR 40874, August 6, 2001) ("AD 2001-16-01"); and AD 2014-17-06, Amendment 39-17959 (79 FR 52181, September 3, 2014) ("AD 2014-17-06").

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before May 27, 2016.

(1) Airbus Model A330-201, -202, -203, -223, and -243 airplanes.

(2) Airbus Model A330-223F and -243F airplanes.

(3) Airbus Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Periodic inspections.

(e) Reason

This AD was prompted by a determination that more restrictive maintenance instructions and airworthiness limitations are necessary. We are issuing this AD to detect and correct fatigue cracking, damage, and corrosion in a certain structure, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Requirement: Maintenance or Inspection Program Revision, With a New Terminating Action

This paragraph restates the requirements of paragraph (i) of AD 2014-17-06, with a new terminating action. Accomplishing the revision required by paragraph (j) of this AD terminates the requirements of this paragraph.

(1) Within 3 months after October 8, 2014 (the effective date of AD 2014-17-06): Revise the maintenance or inspection program, as applicable, by incorporating Airbus Document AI/SE-

M4/95A.0089/97, “A330 Airworthiness Limitation Items,” Issue 19, dated March 23, 2012; “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation reference 0GVLG120018/C0S, dated October 24, 2012; and “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation reference 0GVLG130002/C01, dated March 26, 2013.

(2) Comply with all applicable instructions and airworthiness limitations included in Airbus Document AI/SE M4/95A.0089/97, “A330 Airworthiness Limitation Items,” Issue 19, dated March 23, 2012; “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation reference 0GVLG120018/C0S, dated October 24, 2012; and “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation reference 0GVLG130002/C01, dated March 26, 2013. The initial compliance times for the actions specified in Airbus Document AI/SE-M4/95A.0089/97, “A330 Airworthiness Limitation Items,” Issue 19, dated March 23, 2012; “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation reference 0GVLG120018/C0S, dated October 24, 2012; and “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” 0GVLG130002/C01, dated March 26, 2013; are at the times specified in Airbus Document AI/SE-M4/95A.0089/97, “A330 Airworthiness Limitation Items,” Issue 19, dated March 23, 2012; “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation ref. 0GVLG120018/C0S, dated October 24, 2012; and “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation ref. 0GVLG130002/C01, dated March 26, 2013; or within 3 months after October 8, 2014 (the effective date of AD 2014-17-06), whichever occurs later.

(h) Retained Provision: Optional Compliance, With a New Terminating Action

This paragraph restates the provision in paragraph (j) of AD 2014-17-06, with a new terminating action. Compliance with tasks 533021-02-01, 533021-02-02, and 533021-02-03, specified in “Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI),” variation ref. 0GVLG120022/C0S, dated December 21, 2012, may be used as a method of compliance to tasks 533021-01-01, 533021-01-02, 533021-01-03 specified in Section 2.2.1 and 2.2.2 of Section 2, “Airworthiness Limitations,” of Airbus Document AI/SE M4/95A.0089/97, “A330 Airworthiness Limitation Items,” Issue 19, dated March 23, 2012. Accomplishing the revision required by paragraph (j) of this AD terminates the provision specified in this paragraph.

(i) Retained Requirement: No Alternative Intervals or Limits, With a New Exception

This paragraph restates the requirements of paragraph (k) of AD 2014-17-06, with a new exception. Except as provided by paragraph (h) of this AD and as required by paragraph (j) of this AD, after the maintenance or inspection program, as applicable, has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) under the provisions of paragraph (l)(1) of this AD.

(j) New Requirement: Maintenance or Inspection Program Revision

Within 3 months after the effective date of this AD: Revise the maintenance or inspection program, as applicable, by incorporating the service information specified in paragraphs (j)(1), (j)(2), and (j)(3) of this AD. The initial compliance times for the actions specified in the service information referenced in paragraphs (j)(1), (j)(2), and (j)(3) of this AD are the times specified in the applicable

service information, or within 3 months after the effective date of this AD, whichever occurs later. Accomplishing the revision specified in this paragraph terminates the requirements of paragraph (g) of this AD and the provision specified in paragraph (h) of this AD.

(1) Airbus A330 Airworthiness Limitations Section (ALS) Part 2, Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 01, issue 02, dated November 30, 2015.

(2) Airbus A330 ALS Part 2, DT-ALI, Variation 1.1, dated December 15, 2015.

(3) Airbus A330 ALS Part 2, DT-ALI, Variation 1.2, dated May 27, 2016.

(k) New Requirement: No Alternative Actions or Intervals

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

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0152, dated July 27, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0561.

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

(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 October 25, 2017.

(i) Airbus A330 Airworthiness Limitations Section (ALS) Part 2, Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 01, issue 02, dated November 30, 2015.

(ii) Airbus A330 ALS Part 2, DT-ALI, Variation 1.1, dated December 15, 2015.

(iii) Airbus A330 ALS Part 2, DT-ALI, Variation 1.2, dated May 27, 2016.

(4) The following service information was approved for IBR on October 8, 2014 (79 FR 52181, September 3, 2014).

(i) Airbus Document AI/SE-M4/95A.0089/97, "A330 Airworthiness Limitation Items," Issue 19, dated March 23, 2012.

(ii) Airbus "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI)," variation ref. 0GVLG130002/C01, dated March 26, 2013.

(iii) Airbus "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI)," variation ref. 0GVLG120018/C0S, dated October 24, 2012.

(iv) Airbus "Variation to Issue 19 of ALI Document (referenced in ALS Part 2) Damage Tolerant Airworthiness Limitation Items (DT-ALI)," variation ref. 0GVLG120022/C0S, dated December 21, 2012.

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

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

Issued in Renton, Washington, on September 7, 2017.

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-14 Dassault Aviation: Amendment 39-19044; Docket No. FAA-2017-0529; Product Identifier 2016-NM-123-AD.

(a) Effective Date

This AD is effective October 24, 2017.

(b) Affected ADs

This AD affects AD 2014-16-27, Amendment 39-17951 (79 FR 51071, August 27, 2014) ("AD 2014-16-27").

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 900EX airplanes, serial number (S/N) 97 and S/N 120 and higher, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before November 1, 2015.

(d) Subject

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

(e) Reason

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

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, Revision 9, dated November 2015, of the Dassault Falcon 900EX EASy, Falcon 900LX, and Falcon 900DX Maintenance Manual. The initial compliance time for accomplishing the actions specified in Chapter 5-40, Airworthiness Limitations, Revision 9, dated November 2015, of the Dassault Falcon 900EX EASy, Falcon 900LX, and Falcon 900DX Maintenance Manual, is within the applicable times specified in the maintenance manual or 90 days after the effective date of this AD, whichever occurs later, except as provided by paragraphs (g)(1) through (g)(4) of this AD.

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

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

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

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

(h) No Alternative Actions and Intervals

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

(i) Terminating Action

Accomplishing the actions required by paragraph (g) of this AD terminates all requirements of AD 2014-16-27.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0129, dated June 23, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0529.

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

(l) Material Incorporated by Reference

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

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

(i) Chapter 5-40, Airworthiness Limitations, Revision 9, dated November 2015, of the Dassault Falcon 900EX EASy, Falcon 900LX, and Falcon 900DX Maintenance Manual.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet http://www.dassaultfalcon.com.

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

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

Issued in Renton, Washington, on September 7, 2017.

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-16 Rolls-Royce plc: Amendment 39-19046; Docket No. FAA-2017-0753; Product Identifier 2017-NE-25-AD.

(a) Effective Date

This AD is effective October 13, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) RB211 Trent 553-61, Trent 553A2-61, Trent 556-61, Trent 556A2-61, Trent 556B-61, Trent 556B2-61, Trent 560-61, and Trent 560A2-61 turbofan engines with an engine serial number (ESN) listed in Section 1.A., Effectivity, of RR Alert Non Modification Service Bulletin (NMSB) RB.211-72-AJ451, Revision 1, dated March 10, 2017.

(d) Subject

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

(e) Reason

This AD was prompted by low-pressure compressor (LPC) case A-frame hollow locating pins that may have reduced integrity due to incorrect heat treatment. We are issuing this AD to prevent failure of the locating pins, engine separation, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

At the next scheduled maintenance inspection after the effective date of this AD, but no later than January 1, 2018, replace each affected LPC case A-frame hollow locating pin with a part eligible for installation using Section 3, Accomplishment Instructions, of RR Alert NMSB RB.211-72-AJ451, Revision 1, dated March 10, 2017.

(h) Installation Prohibition

After the effective date of this AD, do not install any engine with an affected LPC case A-frame hollow locating pin.

(i) Definitions

For the purposes of this AD:

(1) An affected LPC case A-frame hollow locating pin is part number (P/N) FK32009, except those with an original RR authorized release certificate dated July 5, 2016, or later.

(2) A part eligible for installation is an LPC case A-frame hollow locating pin with an original RR authorized release certificate dated July 5, 2016, or later.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, FAA, ECO Branch, Compliance and Airworthiness Division, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ECO Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, FAA, ECO Branch, Compliance and Airworthiness Division, 1200 District Avenue, 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 2017-0012, dated January 25, 2017, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2017-0753.

(l) Material Incorporated by Reference

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

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

(i) Rolls-Royce plc (RR) Alert Non Modification Service Bulletin RB.211-72-AJ451, Revision 1, dated March 10, 2017.

(ii) Reserved.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: https://customers.rolls-royce.com/public/rollsroycecare.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, Policy and Innovation Division, 1200 District Avenue, Burlington, MA 01803. 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 September 13, 2017.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2017-19-17 Dassault Aviation: Amendment 39-19047; Docket No. FAA-2017-0494; Product Identifier 2016-NM-126-AD.

(a) Effective Date

This AD is effective October 27, 2017.

(b) Affected ADs

This AD replaces AD 2016-17-02, Amendment 39-18615 (81 FR 55366, August 19, 2016) ("AD 2016-17-02").

(c) Applicability

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

(1) Model FALCON 900EX airplanes, serial numbers (S/Ns) 270 through 291 inclusive and 294.

(2) Model FALCON 2000EX airplanes, S/Ns 263 through 305 inclusive, 307 through 313 inclusive, 315, 320, and 701 through 734 inclusive.

(d) Subject

Air Transport Association (ATA) of America Code 30, Ice and Rain Protection.

(e) Reason

This AD was prompted by a design review of in-production airplanes that identified a deficiency in certain wing anti-ice system ducting. We are issuing this AD to detect and correct a deficiency in the wing anti-ice system ducting, which could result in reduced performance of the wing anti-ice system with potential ice accretion and ingestion, and could result in degraded engine power and degraded handling characteristics.

(f) Compliance

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

(g) Retained Revision to the Airplane Flight Manual (AFM), With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2016-17-02, with no changes.

(1) For Model FALCON 900EX airplanes on which the actions specified in Dassault Service Bulletin F900EX-464 have not been accomplished: Within 10 flight cycles after September 6, 2016 (the effective date of AD 2016-17-02), revise Section 4-200-05A, "OPERATION IN ICING CONDITIONS," of the Model Falcon 900EX AFM to include the information in figure 1 to paragraph (g)(1) of this AD, and thereafter operate the airplane accordingly. The AFM revision may be done by inserting a copy of this AD into the AFM.

Figure 1 to Paragraph (g)(1) of this AD – *Operation in Icing Conditions*

Wings Anti-Ice System Operation

During in-flight operation of a wings anti-ice system (WINGS ANTI-ICE) maintain the N1 of all engines equal to or more than the values defined in Table 1, as applicable to atmospheric condition.

Table 1

New Minimum N1 values required during in-flight operation of a wings anti-ice system

Three operative engines:

TAT	– 30 to – 20 °C	– 20 to – 10 °C	– 10 to 0 °C	0 to + 10 °C
Above 20,000 ft	79%	75%	71%	66%
From 20,000 ft to 10,000 ft	76%	73%	66%	59%
Below 10,000 ft	68%	66%	61%	58%

These new values include 3% increase compared to former values (4-200-05A page 1/2).

Two operative engines:

TAT	– 30 to – 20 °C	– 20 to – 10 °C	– 10 to 0 °C	0 to + 10 °C
Above 20,000 ft	86%	82%	78%	73%
From 20,000 ft to 10,000 ft	83%	80%	73%	66%
Below 10,000 ft	75%	73%	68%	65%

These new values include 3% increase compared to former values (4-200-05A page 1/2).

TAT – Total Air Temperature

Note 1: Maintaining the N1 above the minimum anti-ice N1 on all engines may lead to exceedance of approach speed. Early approach or landing configuration of an airplane and/or application of airbrakes may be used to control the airspeed. In approach and landing and for a limited duration up to three minutes, selection of N1 speeds below the minimum anti-ice N1 speed is authorized. In this case it is necessary to disengage the autothrottle.

Effectivity: F900EX (LX variant) S/N 270 to 291, 294 without Dassault Aviation SB F900EX-464.

(2) For Model FALCON 2000EX airplanes on which the actions specified in Dassault Service Bulletin F2000EX-393 have not been accomplished: Within 10 flight cycles after September 6, 2016 (the effective date of AD 2016-17-02), revise Section 4-200-05A, “OPERATION IN ICING CONDITIONS,” of the Model Falcon 2000EX AFM to include the information in figure 2 to paragraph (g)(2) of this AD, and thereafter operate the airplane accordingly. The AFM revision may be done by inserting a copy of this AD into the AFM.

Figure 2 to Paragraph (g)(2) of this AD – *Operation in Icing Conditions*

Wing Anti Ice System Operation

During in-flight operation of a wing anti-ice system (WING ANTI-ICE) maintain the N1 of both engines equal to or more than the values defined in Table 1, as applicable to atmospheric condition.

Table 1
New Minimum N1 values required during in-flight operation of a wing anti-ice system

Two engines operative minimum N1:

Z \ TAT	-30 °C	-15 °C	0 °C	+10 °C
31,000 ft	74.6	67.6	52.8	52.8
22,000 ft	72.4	63.7	52.8	52.1
3,000 ft	57.3	54.9	49.4	48.8
0 ft	54.9	54.9	49.4	48.8

These new values include 2% increase compared to former values (4-200-05A page 1/2).

One engine operative or one bleed inoperative minimum N1:

Z \ TAT	-30 °C	-15 °C	0 °C	+10 °C
31,000 ft	82.4	77.0	64.0	58.0
22,000 ft	79.2	72.0	59.8	56.6
3,000 ft	71.2	66.4	59.8	49.3
0 ft	64.2	63.7	59.8	49.3

These new values include 2% increase compared to former values (4-200-05A page 1/2).

TAT – Total Air Temperature
Z - Altitude

Note 1: Maintaining the N1 above the minimum anti-ice N1 on all engines may lead to exceedance of approach speed. Early approach or landing configuration of an aeroplane and/or application of airbrakes may be used to control the airspeed. In approach and landing and for a limited duration up to three minutes, selection of N1 speeds below the minimum anti-ice N1 speed is authorized. In this case it is necessary to disengage the autothrottle.

Effectivity: F2000EX (LX/S variants) S/N 263 to 305, 307 to 313, 315, 320, 701 to 734 without Dassault Aviation SB F2000EX-393.

(h) New Actions: Inspection, Part Replacement, Part Re-Identification

Within 9 months after the effective date of this AD: Do a detailed inspection of the wing anti-ice system ducting (anti-ice pipes) for the presence of a diaphragm, and do all applicable actions specified in paragraph (h)(1) or (h)(2) of this AD, in accordance with the Accomplishment Instructions of Dassault Service Bulletin F900EX-464, dated June 20, 2016; or Service Bulletin F2000EX-393, dated June 20, 2016; as applicable. After the applicable actions specified in paragraph (h)(1) or (h)(2) of this AD have been completed, the AFM revision required by paragraph (g) of this AD may be removed from the AFM for that airplane.

(1) If during the inspection required by the introductory text to paragraph (h) of this AD it is determined that a diaphragm is present: Before further flight, replace the wing anti-ice system ducting.

(2) If during the inspection required by the introductory text to paragraph (h) of this AD it is determined that a diaphragm is not present: Before further flight, do a check of the anti-ice pipe part number and re-identify the wing anti-ice system ducting.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Emergency AD 2016-0130-E, dated July 5, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0494.

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

(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) Dassault Aviation Service Bulletin F900EX-464, dated June 20, 2016.

(ii) Dassault Aviation Service Bulletin F2000EX-393, dated June 20, 2016.

(3) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; Internet http://www.dassaultfalcon.com.

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

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

Issued in Renton, Washington, on September 7, 2017.

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-18 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-19048; Docket No. FAA-2017-0140; Product Identifier 2017-NE-05-AD.

(a) Effective Date

This AD becomes effective October 31, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) model Tay 620-15 turbofan engines with high-pressure compressor (HPC) modules M03100AA, or M03100AB, or M03100AC and HPC stage 12 rotor disk, part number (P/N) JR18449, installed.

(d) Subject

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

(e) Reason

This AD was prompted by RRD recalculating the life limit for HPC stage 12 rotor disk, P/N JR18449. We are issuing this AD to prevent failure of the HPC stage 12 rotor disk, uncontained HPC stage 12 rotor disk release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, determine whether the HPC stage 12 rotor disk has operated in both flight profiles A and B. If the rotor disk was operated, or is operating, in both flight profiles A and B, re-calculate the consumed cyclic life using 16,700 flight cycles (FC) as the maximum approved life limit for flight profile B.

(2) After the effective date of this AD, the maximum approved life limit for affected rotor disks operating in flight profile B is 16,700 FC. Calculate the consumed cyclic life accumulated since new using 16,700 FC as the maximum approved life limit for flight profile B.

(3) For those engines operating in flight profile B with an HPC stage 12 rotor disk, P/N JR18449, installed, that do not have an engine shop visit after the effective date of this AD before the re-calculated consumed cyclic life of the HPC stage 12 disk exceeds 16,700 FC, remove the affected rotor disk from service before the re-calculated consumed cyclic life exceeds the threshold(s) defined in Figure 1 to paragraph (g) of this AD.

Figure 1 to Paragraph (g)–Remove Affected Rotor Disks From Service

Recalculated consumed cyclic life on the effective date of this AD	Remove affected rotor disks from service
(i) less than 15,700 FC	Before exceeding 16,700 FC since new
(ii) 15,700 FC or more, but less than 16,700 FC	Either: (A) Within 1,000 FC or 19 months after the effective date of this AD, whichever occurs first; or (B) Before exceeding 16,700 FC since new, whichever occurs later.
(iii) 16,700 FC or more	Either: (A) Within 1,000 FC after the effective date of this AD, or (B) Before exceeding 20,000 FC since new, or (C) Within 19 months after the effective date of this AD, whichever occurs first.

(h) Installation Prohibition

After the effective date of this AD, installation of a serviceable spare engine or release to service of an engine after any shop visit, is allowed, provided the installed HPC stage 12 rotor disk, P/N JR18449, is a serviceable part.

(i) Definition

For the purpose of this AD, a serviceable part is an HPC stage 12 rotor disk, P/N JR18449, that has not exceeded 20,500 FC for flight profile A or 16,700 FC for flight profile B, as applicable to engine operation.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, FAA, ECO Branch, Compliance and Airworthiness Division, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, FAA, ECO Branch, Compliance and Airworthiness Division, 1200 District Avenue, 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 2017-0010, dated January 16, 2017, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2017-0140.

(3) RRD Alert Non-Modification Service Bulletin TAY-72-A1813, Revision 1, dated January 27, 2017, which is not incorporated by reference in this AD, can be obtained from RRD, using the contact information in paragraph (k)(4) of this AD.

(4) For service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11-15827 Dahlewitz, Blankenfelde-Mahlow, Germany; phone: +49 0 33-7086-1944; fax: +49 0 33-7086-3276.

(5) You may view this service information at the FAA, Engine and Propeller Standards Branch, Policy and Innovation Division, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(l) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on September 13, 2017.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2017-19-19 Rolls-Royce plc: Amendment 39-19049; Docket No. FAA-2017-0767; Product Identifier 2017-NE-26-AD.

(a) Effective Date

This AD is effective October 11, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce plc (RR) Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 turbofan engines with an engine serial number (ESN) listed in Appendix 1 of RR Alert Non Modification Service Bulletin (NMSB) Trent XWB 72-AJ443, Revision 1, dated December 21, 2016.

(d) Subject

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

(e) Reason

This AD was prompted by low-pressure compressor (LPC) case support inboard pins that may have reduced integrity due to incorrect heat treatment. We are issuing this AD to prevent failure of the LPC case support inboard pins, loss of core to fan case concentricity, LPC blade rubs and possible blade release, or an engine under cowl fire.

(f) Compliance

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

(g) Required Actions

(1) Before exceeding 1,500 flight cycles since new, or within 4 months after the effective date of this AD, whichever occurs later, inspect each LPC case support inboard pin to identify the serial number (S/N) using Section 3, the Accomplishment Instructions, of RR Alert NMSB Trent XWB 72-AJ443, Revision 1, dated December 21, 2016.

(i) If a pin having a S/N that begins with 235338 is installed, replace the LPC case support inboard pin, and outboard hollow dowels, nuts and bolts using Section 3, the Accomplishment Instructions of RR Alert NMSB Trent XWB 72-AJ443, Revision 1, dated December 21, 2016.

(ii) If a pin having a S/N that begins with 237746 or 204520 is installed, replace the LPC case support outboard hollow dowel, nuts and bolts, using Section 3, the Accomplishment Instructions of RR Alert NMSB Trent XWB 72-AJ443, Revision 1, dated December 21, 2016.

(h) Installation Prohibition

After the effective date of this AD, do not install an engine affected by this AD, unless it has been inspected in accordance with the Accomplishment Instructions of RR Alert NMSB Trent XWB 72-AJ443, Revision 1, dated December 21, 2016.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, FAA, ECO Branch, Compliance and Airworthiness Division, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ECO Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(j) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, FAA, ECO Branch, Compliance and Airworthiness Division, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: Robert.Green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency (EASA) AD 2017-0242, dated December 7, 2016, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2017-0767.

(k) Material Incorporated by Reference

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

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

(i) Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin Trent XWB 72-AJ443, Revision 1, dated December 21, 2016.

(ii) Reserved.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: https://customers.rolls-royce.com/public/rollsroycecare.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, Policy and Innovation Division, 1200 District Avenue, Burlington, MA 01803. 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 September 13, 2017.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2017-19-22 British Aerospace Regional Aircraft: Amendment 39-19052; Docket No. FAA-2017-0639; Product Identifier 2017-CE-016-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 30, 2017.

(b) Affected ADs

This AD replaces AD 2014-07-09, Amendment 39-17823 (79 FR 22367; April 22, 2014) ("2014-07-09").

(c) Applicability

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

(d) Subject

Air Transport Association of America (ATA) Code 5: Time Limits.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as both the need for newly added inspections for corrosion, which includes the door hinges/supporting structure and attachment bolts for the main spar joint and engine support, and inadequate existing instructions for inspection for corrosion for several areas including the rudder hinge location on the vertical stabilizer. We are issuing this AD to require actions to address the unsafe condition on these products as a result of possible corrosion on the rudder upper hinge bracket and internal wing, areas of the passenger/crew door hinges and supporting structure, the main spar joint, and the engine support attachment bolts, which could lead to reduced structural integrity with consequent loss of control.

(f) Actions and Compliance

Comply with paragraphs (f)(1) through (3) of this AD within the compliance times specified, unless already done:

(1) Before further flight after October 30, 2017 (the effective date of this AD), incorporate BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 8, dated October 15, 2016, into the Limitations of your FAA-approved maintenance program (instructions for continued airworthiness) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated airplane, as applicable to the airplane model.

(2) Do all tasks in the BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 8, dated October 15, 2016, at the compliance times specified in the manual, or within the next 12 months after October 30, 2017 (the effective date of this AD), whichever occurs later; except for the following tasks, which must be done within 12 months after October 30, 2017 (the effective date of this AD): 52-11-002 C1, 200/EX/01 C2, 500/IN/02 C1, 600/IN/04 C1, and 700/IN/04 C1.

(3) If any discrepancy, particularly corrosion, is found during any inspections or tasks required by paragraphs (f)(1) or (2) of this AD, within the compliance time specified, repair or replace, as applicable, all damaged structural parts and components and do the maintenance procedures for corrective action following BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 8, dated October 15, 2016. If no compliance time is defined, do the applicable corrective action before further flight.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) 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, Small Airplane Standards Branch; or the European Aviation Safety Agency (EASA), or BAE Systems (Operations) Limited's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

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

(h) Related Information

Refer to MCAI European Aviation Safety Agency 2017-0073, dated April 27, 2017. The MCAI can be found in the AD docket on the Internet at: https://www.regulations.gov/document?D=FAA-2017-0639-0002.

(i) Material Incorporated by Reference

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

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

(i) BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 8, dated October 15, 2016.

(ii) Reserved.

(3) For British Aerospace Jetstream Series 3100 and 3200 service information related to this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: http://www.baesystems.com/Businesses/RegionalAircraft/.

(4) You may review copies of the referenced service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0639.

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

Issued in Kansas City, Missouri, on September 14, 2017.

Pat Mullen,

Acting Deputy Director, Policy & Innovation Division,

Aircraft Certification Service.

2017-19-23 Airbus: Amendment 39-19053; Docket No. FAA-2017-0498; Product Identifier 2016-NM-175-AD.

(a) Effective Date

This AD is effective November 1, 2017.

(b) Affected ADs

This AD replaces AD 2015-15-10, Amendment 39-18219 (80 FR 43928, July 24, 2015) ("AD 2015-15-10").

(c) Applicability

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

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of wear at different levels in the trimmable horizontal stabilizer actuator (THSA). We are issuing this AD to detect and correct wear of the THSA, which could reduce the remaining life of the THSA, possibly resulting in premature failure and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Serviceable THSA Definition

For the purposes of this AD, a serviceable THSA is a THSA that does not exceed the life limits as identified in table 1 to paragraphs (g) and (j) of this AD.

Table 1 to Paragraphs (g) and (j) of This AD–THSA Life Limits

Configuration, based on service bulletin (SB) embodiment	Compliance time (whichever occurs first)
THSA on which United Technologies Corporation Aerospace Systems (UTAS) SB 47145-27-19 has not been embodied	Before exceeding 67,500 flight hours (FH) since first installation on an airplane, or before exceeding 48,000 flight cycles (FC) since first installation on an airplane.
THSA on which UTAS SB 47145-27-19 has been embodied	Before exceeding 52,500 FH after embodiment of UTAS SB 47145-27-19 on an airplane, without exceeding 120,000 FH since first installation on an airplane; or before exceeding 27,000 FC after embodiment of UTAS SB 47145-27-19 on an airplane, without exceeding 75,000 FC since first installation on an airplane.

(h) Repetitive Inspection and Related Investigative Actions

For any airplane on which UTAS Service Bulletin 47145-27-19 has not been embodied: Before the THSA exceeds 48,000 flight hours or 30,000 flight cycles, whichever occurs first since first installation on an airplane, do a special detailed inspection of the THSA and do all applicable related investigative actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016. Do all applicable related investigative actions at the applicable times specified in paragraph 1.E., “Compliance” of Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016. Repeat the inspections thereafter at intervals not to exceed 24 months.

(i) Corrective Action

If, during any inspection required by paragraph (h) of this AD, any finding as described in the Accomplishment Instructions of Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016, is identified: At the applicable time (depending on the applicable finding) specified in paragraph 1.E., “Compliance,” of Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016, replace the THSA with a serviceable THSA, as specified in paragraph (g) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016.

(j) THSA Replacement

Within the applicable compliance time specified in table 1 to paragraphs (g) and (j) of this AD, replace each THSA with a serviceable THSA, as specified in paragraph (g) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016.

(k) Replacement of a THSA: Not Terminating Action

Replacement of a THSA on an airplane, as required by paragraph (i) or (j) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (h) of this AD for that airplane, unless the THSA has been overhauled as specified in UTAS Service Bulletin 47145-27-19 (i.e., post-service bulletin).

(l) Optional Terminating Action: Overhaul of THSA

Accomplishment of a modification of an airplane by installing a THSA that has been overhauled as specified in UTAS Service Bulletin 47145-27-19 constitutes terminating action for the repetitive inspections required by paragraph (h) of this AD, provided that, following modification, no THSA is reinstalled on the airplane unless it has been overhauled as specified in UTAS Service Bulletin 47145-27-19.

(m) Replacement THSA Equivalency

As of the effective date of this AD: A THSA that has been repaired in-shop is acceptable for compliance with the initial inspection required by paragraph (h) of this AD, provided that repair was done using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA).

Note 1 to paragraph (m) of this AD: Guidance for THSA repair in-shop can be found in UTAS Component Maintenance Manual 27-44-51.

(n) Parts Installation Limitation

As of the effective date of this AD: Do not install on any airplane a THSA unless it is a serviceable THSA as specified in paragraph (g) of this AD.

(o) Credit for Previous Actions

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

(1) Airbus Service Bulletin A320-27-1227, dated July 1, 2013, which is not incorporated by reference in this AD.

(2) Airbus Service Bulletin A320-27-1227, Revision 01, dated October 7, 2013, which was incorporated by reference in AD 2015-15-10.

(3) Airbus Service Bulletin A320-27-1227, Revision 02, dated February 2, 2015, which is not incorporated by reference in this AD.

(p) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0184, dated September 13, 3016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0498.

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

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

(r) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-27-1227, Revision 03, dated April 29, 2016.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on September 14, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-24 Airbus: Amendment 39-19054; Docket No. FAA-2017-0248; Product Identifier 2016-NM-088-AD.

(a) Effective Date

This AD is effective November 1, 2017.

(b) Affected ADs

This AD replaces AD 2014-26-10, Amendment 39-18061 (80 FR 2813, January 21, 2015) ("AD 2014-26-10").

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD; certificated in any category; with an original certificate of airworthiness or original export certificate of airworthiness issued on or before December 21, 2015.

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

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive maintenance instructions and airworthiness limitations are necessary. We are issuing this AD to mitigate the risks associated with aging effects of airplane systems. Such aging effects could change the characteristics of the systems leading to an increased potential for failure, which could result in failure of certain life-limited parts, and reduced structural integrity or reduced controllability of the airplane.

(f) Compliance

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

(g) Retained Requirement: Maintenance or Inspection Program Revision, With New Reference To Terminating Action

This paragraph restates the requirements of paragraph (g) of AD 2014-26-10, with new reference to terminating action. Within 30 days after February 25, 2015 (the effective date of AD 2014-26-10): Revise the maintenance or inspection program, as applicable, to incorporate Airbus A318/A319/A320/A321 Airworthiness Limitations Section, ALS Part 4, "Aging Systems

Maintenance," Revision 01, dated June 15, 2012. The initial compliance time for doing the actions is at the applicable time specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section, ALS Part 4, "Aging Systems Maintenance," Revision 01, dated June 15, 2012; or within 2 weeks after revising the maintenance or inspection program; whichever occurs later. Accomplishing the actions specified in paragraph (i) of this AD terminates the requirements of this paragraph.

(h) Retained Requirement: No Alternative Actions or Intervals, With New Paragraph Reference

This paragraph restates the requirements of paragraph (h) of AD 2014-26-10, with a new paragraph reference. Except as required by paragraph (i) of this AD, after accomplishment of the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k)(1) of this AD.

(i) New Requirement: Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD: Revise the maintenance or inspection program, as applicable, to incorporate Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4, "System Equipment Maintenance Requirements (SEMR)," Revision 03 at Issue 02, dated January 22, 2016. The initial compliance time for doing the actions is at the applicable time specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section, ALS Part 4, "System Equipment Maintenance Requirements (SEMR)," Revision 03 at Issue 02, dated January 22, 2016; or within 2 weeks after revising the maintenance or inspection program; whichever occurs later. Accomplishing the actions specified in this paragraph terminates the requirements of paragraph (g) of this AD.

(j) New Provision: No Alternative Actions or Intervals

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

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(ii) AMOCs approved previously for AD 2014-26-10 are approved as AMOCs for the corresponding provisions of paragraph (g) of this AD.

(iii) AMOCs approved previously for AD 2014-26-10, which are included in the AMOC letters specified in paragraphs (k)(1)(iii)(A) and (k)(1)(iii)(B), are approved as AMOCs for the provisions of paragraph (i) of this AD.

(A) AMOC letter ANM-116-17-002R1, dated November 14, 2016.

(B) AMOC letter ANM-116-17-323, dated June 12, 2017.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or 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) EASA AD 2016-0093, dated May 13, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0248.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on November 1, 2017.

(i) Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 4, “System Equipment Maintenance Requirements (SEMR),” Revision 03 at Issue 02, dated January 22, 2016.

(ii) Reserved.

(4) The following service information was approved for IBR on February 25, 2015 (80 FR 2813, January 21, 2015).

(i) Airbus A318/A319/A320/A321 Airworthiness Limitations Section, ALS Part 4, “Aging Systems Maintenance,” Revision 01, dated June 15, 2012. The revision level of this document is identified on only the title page and in the Record of Revisions. The revision date is not identified on the title page of this document.

(ii) Reserved.

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

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

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

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

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-25 Airbus Defense and Space S.A. (Formerly known as Construcciones Aeronauticas, S.A.): Amendment 39-19055; Docket No. FAA-2016-9386; Product Identifier 2016-NM-056-AD.

(a) Effective Date

This AD is effective November 1, 2017.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by leakage of a motorized cross-feed fuel valve, which was detected during accomplishment of a functional check. We are issuing this AD to detect and correct leaks in a motorized fuel valve, which could lead to failure of the fuel valve and consequent improper fuel system functioning or, in case of the presence of an ignition source, an airplane fire.

(f) Compliance

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

(g) Inspection of Motorized Fuel Valves

Within the applicable compliance time defined in paragraph (g)(1) or (g)(2) of this AD: Do an initial general visual inspection of each motorized fuel valve having part number (P/N) 7923227F for the presence of fuel on the electrical connectors and inside the receptacles, in accordance with the instructions of Airbus Defense and Space Alert Operators Transmission (AOT) AOT-CN235-28-0001, Revision 1; or Airbus Defense and Space AOT AOT-C295-28-0001, Revision 1, both dated September 27, 2016, as applicable. Repeat the inspection thereafter at intervals not to exceed 300 flight hours.

(1) For airplanes that, as of the effective date of this AD, have accumulated 6,000 flight cycles or more since first flight of the airplane: Do the inspection within 30 flight cycles or 30 days after the effective date of this AD, whichever occurs first.

(2) For airplanes that, as of the effective date of this AD, have accumulated less than 6,000 flight cycles since first flight of the airplane: Do the inspection within 300 flight hours or 30 days after the effective date of this AD, whichever occurs later.

(h) Replacement of Affected Parts

If, during any inspection required by paragraph (g) of this AD, any leaking of a motorized fuel valve having P/N 7923227F is detected: Before the next flight, replace the affected fuel valve with a serviceable part, in accordance with the instructions of Airbus Defense and Space AOT AOT-CN235-28-0001, Revision 1; or Airbus Defense and Space AOT AOT-C295-28-0001, Revision 1, both dated September 27, 2016, as applicable. A serviceable part is defined as a part that is not defective; it could be a used or new part. Replacement of a motorized fuel valve on an airplane does not constitute terminating action for the repetitive inspections required by paragraph (g) of this AD for that airplane.

(i) Operational Check

Within 12 months after the effective date of this AD, and thereafter at intervals not to exceed 12 months, accomplish an operational check of each motorized fuel valve P/N 7923227F, in accordance with the instructions of Airbus Defense and Space AOT AOT-CN235-28-0001, Revision 1; or Airbus Defense and Space AOT AOT-C295-28-0001, Revision 1, both dated September 27, 2016, as applicable.

(j) Corrective Actions

If, during any operational check, as required by paragraph (i) of this AD, any discrepancy is detected, as described in Airbus Defense and Space AOT AOT-CN235-28-0001, Revision 1; or Airbus Defense and Space AOT AOT-C295-28-0001, Revision 1, both dated September 27, 2016, as applicable: Before further flight, contact the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus Defense and Space S.A.'s EASA Design Organization Approval (DOA) to obtain instructions for corrective actions, and within the compliance time indicated in those instructions accomplish the corrective actions accordingly.

(k) Parts Installation Limitation

As of the effective date of this AD, replacement of a motorized fuel valve having P/N 7923227F with a serviceable part on an airplane is allowed, provided that, within 30 flight cycles or 30 days, whichever occurs first after installation, the part passes an inspection done in accordance with the instructions of Airbus Defense and Space AOT AOT-CN235-28-0001, Revision 1; or Airbus Defense and Space AOT AOT-C295-28-0001, Revision 1, both dated September 27, 2016, as applicable.

(l) Credit for Previous Actions

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 Airbus Defense and Space AOT AOT-CN235-28-0001; or Airbus Defense and Space AOT AOT-C295-28-0001, both dated February 19, 2016, as applicable.

(m) Reporting Requirement

At the applicable time specified in paragraph (m)(1) or (m)(2) of this AD, report all inspection results to Airbus Defense and Space Technical Assistance Center (AMTAC); telephone +34 91 600

79 99; email mta.technicalservice@airbus.com. The report must include the inspection results, a description of any discrepancies found, operator name, the airplane model and serial number, valve part number and serial number, and the number of landings and flight hours on the airplane.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 60 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 60 days after the effective date of this AD.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0004, dated January 9, 2017, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-9386.

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

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

(p) Material Incorporated by Reference

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

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

(i) Airbus Defense and Space Alert Operators Transmission, AOT-C295-28-0001, Revision 1, dated September 27, 2016.

(ii) Airbus Defense and Space Alert Operators Transmission AOT-CN235-28-0001, Revision 1, dated September 27, 2016.

(3) For service information identified in this AD, contact Airbus Defense and Space Services/Engineering Support, Avenida de Aragón 404, 28022 Madrid, Spain; telephone +34 91 585 55 84; fax +34 91 585 31 27; email MTA.TechnicalService@airbus.com.; Internet http://www.eads.net.

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

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

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

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-19-26 The Boeing Company: Amendment 39-19056; Docket No. FAA-2016-9301; Product Identifier 2015-NM-193-AD.

(a) Effective Date

This AD is effective October 30, 2017.

(b) Affected ADs

This AD replaces AD 2008-12-04, Amendment 39-15547 (73 FR 32991, June 11, 2008) ("AD 2008-12-04").

(c) Applicability

(1) 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 737-53A1232, Revision 3, dated July 27, 2015.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE [http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/184DE9A71EC3FA5586257EAE00707DA6?OpenDocument&Highlight=st00830se] does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a fatigue test that revealed numerous cracks in the upper skin panel at the chem-milled step above the lap joint, followed by an evaluation by the design approval holder (DAH) that indicated that location is subject to widespread fatigue damage (WFD) on airplanes on which a certain modification was installed after 30,000 total flight cycles. We are issuing this AD to detect and correct cracking of the upper skin panel at the chem-milled step above the lap joint, 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) Inspections at Locations Without the Preventive Modification, Time-Limited Repair, or Permanent Repair Installed

At locations where a preventive modification, time-limited repair, or permanent repair has not been installed as specified in Boeing Service Bulletin 737-53A1232: At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, do an external detailed inspection and an inspection specified in either paragraph (g)(1) or (g)(2) of this AD, for any crack in the fuselage skin at the chem-milled steps at specified locations, in accordance with Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. Do all applicable related investigative and corrective actions before further flight in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as required by paragraph (l)(1) of this AD, and except as provided in paragraphs (l)(3) and (l)(4) of this AD. Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

(1) Do an external medium frequency eddy current (MFEC), or magneto optic imager (MOI), or C-Scan inspection.

(2) Do an external ultrasonic phased array (UTPA) inspection.

(h) Repetitive Post-Modification Inspections and Repair at Any Location With the Preventive Modification But No Time-Limited or Permanent Repair

At any location with a preventive modification installed as specified in Boeing Service Bulletin 737-53A1232: At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as required by paragraph (l)(2) of this AD, do the actions specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) Do external detailed and external high frequency and medium frequency eddy current inspections for any crack, in accordance with Part 7 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. If no crack is found during the inspection, repeat the inspections thereafter at the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. If any crack is found during any inspection required by this paragraph, repair before further flight, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as required by paragraph (l)(1) of this AD.

(2) Do a detailed inspection for any crack and any loose or missing fasteners, in accordance with Part 7 of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. Repeat the inspections thereafter at applicable time specified in paragraph 1.E, “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. If any crack is found during any inspection, or any loose or missing fastener is found, before further flight, do all applicable corrective actions, in accordance with Part V of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as specified in paragraph (l)(1) of this AD.

(i) Additional Actions for Modified Airplanes

(1) At any location where a preventive modification as specified in Boeing Service Bulletin 737-53A1232 was installed after the accumulation of 30,000 total flight cycles, at the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as required by paragraph (l)(2) of this AD, do all applicable investigative and corrective actions using a method approved in accordance with the procedures specified in paragraph (p) of this AD. For preventive modifications installed on airplanes listed in Appendix A of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, at the specified total flight cycles: The actions specified in this paragraph are not required.

(2) For airplanes which have installed STC ST01697SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/0812969a86af879b8625766400600

105/$FILE/ST01697SE.pdf) and the preventive modification has been installed after 15,000 total flight cycles: Before the accumulation of 25,000 total flight cycles, do all applicable investigative and corrective actions using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

(j) Inspections and Repair at Locations With the Permanent Chem-Milled Step Repair Installed

At any location where a permanent repair has been installed as specified in Boeing Service Bulletin 737-53A1232: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, do the inspections specified in paragraph (j)(1) or (j)(2) of this AD, in accordance with Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. Do all applicable related investigative and corrective actions before further flight in accordance with Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as required by paragraph (l)(1) of this AD.

(1) Do an external low frequency eddy current (LFEC) inspection for any crack, and doubler external LFEC and external detailed inspections for any crack and loose or missing fasteners.

(2) Do an external LFEC inspection for any crack, a doubler external LFEC and external detailed inspections for any crack and loose or missing fasteners, and an internal MFEC for any crack.

(k) Inspection and Replacement at Locations With a Chem-Milled Time-Limited Repair Installed

At any location where a chem-milled time-limited repair is installed, do the actions specified in paragraphs (k)(1) and (k)(2) of this AD, at the applicable time specified in 1.E. "Compliance," of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

(1) Do internal and external detailed inspections of the time-limited repair for any crack, or loose or missing fasteners, in accordance with Part IV of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. Repeat the inspections thereafter at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015. If any crack is found during any inspection, or if any loose or missing fastener is found, before further flight, do all applicable corrective actions, in accordance with Part IV of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, except as specified in paragraph (l)(1) of this AD.

(2) Replace the time-limited repair with the permanent repair, in accordance with Part IV of the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

(l) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, specifies to contact Boeing for repair instructions, this AD requires repair before further flight using a method approved in accordance with the procedures specified in paragraph (p) of this AD.

(2) Where paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, specifies a compliance time "after the date of Revision 2 of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(3) For airplanes on which the actions specified in paragraph (g) of this AD are required: Inspections specified in table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, are not required in areas that are spanned by an FAA-

approved repair that has a minimum of 3 rows of fasteners above and below the chem-milled step, provided that the repair was installed before the effective date of this AD. Operators must accomplish post-repair inspections at the applicable time specified in table 2 of paragraph 1.E, “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

(4) For any airplane that has an external doubler covering the chem-milled step, but the doubler does not span the step by a minimum of 3 rows of fasteners above and below the chem-milled step and the doubler was installed before the effective date of this AD: One method of compliance with the inspection requirement of paragraph (g) of this AD is to inspect all chem-milled steps covered by the repair using non-destructive test (NDT) methods approved in accordance with the procedures specified in paragraph (p) of this AD. These repairs are to be considered time-limited and are subject to the post-repair supplemental inspections and replacement at the times specified in table 3 of paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

Note 1 to paragraph (l)(4) of this AD: Guidance for the procedures for the alternative inspection specified in paragraph (l)(4) of this AD can be found in the Boeing 737 NDT Manual, Part 6, Subject 53-30-20.

(m) Optional Terminating Action

(1) For airplanes that have accumulated 30,000 total flight cycles or fewer, or for airplanes on which STC ST01697SE was installed and that have accumulated 15,000 total flight cycles or fewer, accomplishment of the preventive modification specified in Part V of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, terminates the inspections required by paragraph (g) of this AD in the modified areas only.

(2) Installation of a permanent repair as specified in Part III of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, or a time-limited repair as specified in Part IV of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, terminates the inspections required by paragraph (g) of this AD in the repaired areas only.

(n) Installation Limitations of Preventive Modification

As of the effective date of this AD, installation of the preventive modification specified in Boeing Service Bulletin 737-53A1232 is prohibited on the airplanes identified in paragraphs (n)(1) and (n)(2) of this AD.

(1) Airplanes that have accumulated more than 30,000 total flight cycles.

(2) Airplanes which have installed STC ST01697SE and that have accumulated more than 15,000 total flight cycles.

(o) Credit for Previous Actions

This paragraph provides credit for the corresponding actions specified in paragraphs (g), (h), (i), (j), (k), and (m) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (o)(1), (o)(2), or (o)(3) of this AD.

(1) Boeing Special Attention Service Bulletin 737-53A1232, dated April 2, 2007.

(2) Boeing Special Attention Service Bulletin 737-53A1232, Revision 1, dated May 18, 2012.

(3) Boeing Special Attention Service Bulletin 737-53A1232, Revision 2, dated July 26, 2013.

(p) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If

sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (q)(1) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(4) AMOCs approved previously for repairs for AD 2008-12-04 are approved as AMOCs for the installation of the repair specified in this AD, provided all post-repair inspections are done at the applicable times specified in the AMOC.

(5) AMOCs approved previously for preventive modifications for AD 2008-12-04 are approved as AMOCs for the installation of the preventive modification specified in this AD, provided all post-modification inspections are done at the applicable times specified in the AMOC, or in tables 1a and 1b of paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015, whichever occurs first. The AMOC must include all of the inspections specified in Tables 1a and 1b of Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

(q) Related Information

(1) For more information about this AD, contact Alan Pohl, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6577; fax: 425-917-6450; email: alan.pohl@faa.gov.

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

(r) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1232, Revision 3, dated July 27, 2015.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on September 14, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2017-19-27 Bombardier, Inc.: Amendment 39-19057; Docket No. FAA-2015-8434; Product Identifier 2015-NM-082-AD.

(a) Effective Date

This AD is effective November 1, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model DHC-8-401 and -402 airplanes, certificated in any category, serial numbers (S/Ns) 4001, and 4003 through 4527 inclusive, equipped with spoiler power control unit (PCU) part numbers (P/Ns) 390700-1007 and -1009 and that have any spoiler PCU serial number identified in paragraph (c)(1), (c)(2), or (c)(3) of this AD.

(1) S/Ns 0474 through 1321 inclusive;

(2) S/Ns identified in section "4. Appendix" of Parker Service Bulletin 390700-27-002, Revision 1, dated April 13, 2016; and

(3) S/Ns 1394 through 1876 inclusive, without suffix "A."

(d) Subject

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

(e) Reason

This AD was prompted by the discovery of cracking on two test spoiler PCU manifolds during testing by the manufacturer. We are issuing this AD to prevent cracking of the spoiler PCUs that could lead to the loss of multiple flight controls and landing gear systems.

(f) Compliance

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

(g) Removal/Replacement

Within 12,000 flight hours or 72 months after the effective date of this AD, whichever occurs first: Remove and replace the affected spoiler PCUs in accordance with paragraph 3.B. of the Accomplishment Instructions of Bombardier Service Bulletin 84-27-64, Revision A, dated July 26, 2016.

(h) Parts Installation Prohibition

After the actions required by paragraph (g) of this AD have been done, no person may install on any airplane, a spoiler PCU, part number 390700-1007 and -1009, with:

(1) S/Ns 0474 through 1321 inclusive; or

(2) S/Ns identified in section “4. Appendix” of Parker Service Bulletin 390700-27-002, Revision 1, dated April 13, 2016; or

(3) S/Ns 1394 through 1876 inclusive, without suffix “A.”

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-27-64, dated July 15, 2014.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2015-07R2, dated December 14, 2016, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-8434.

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

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

(l) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-27-64, Revision A, dated July 26, 2016.

(ii) Parker Service Bulletin 390700-27-002, Revision 1, dated April 13, 2016.

(3) For Bombardier, Inc., 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) For Parker-Hannifin Corporation service information identified in this AD, contact Parker Aerospace, 14300 Alton Parkway, Irvine, CA, 92618; telephone 949-833-3000; fax 949-809-8646; Internet http://www.parker.com.

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

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

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

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2017-20-01 Honeywell International Inc. (Type Certificate previously held by AlliedSignal Inc.): Amendment 39-19058; Docket No. FAA-2016-9451; Product Identifier 2016-NE-24-AD.

(a) Effective Date

This AD is effective November 2, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Honeywell International Inc. (Honeywell) TFE731-20 and TFE731-40 turbofan engines, with a fan disk, part number (P/N) 3060287-2, and a serial number (S/N) listed in Table 9 of Honeywell Service Bulletin (SB) TFE731-72-5256, Revision 0, dated October 7, 2016, that do not have “T43374” marked adjacent to the engine P/N or S/N.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of two fan disks found with surface rollovers in the dovetail slot area. We are issuing this AD to prevent uncontained failure of the fan disks, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Remove the fan disk using the following criteria:

(1) Remove fan disks with 9,000 cycles-since-new (CSN) or more on the effective date of this AD, within 100 cycles-in-service (CIS), or at the next engine shop visit, or at next access, whichever occurs first, after the effective date of this AD.

(2) Remove fan disks with between 8,000 and 8,999 CSN, inclusive, on the effective date of this AD, within 9,100 CSN or within 1,000 CIS, or at the next engine shop visit, or at next access, whichever occurs first, after the effective date of this AD.

(3) Remove fan disks with fewer than 8,000 CSN, on the effective date of this AD, before exceeding 9,000 CSN, or at the next engine shop visit, or at next access, whichever occurs first, after the effective date of this AD.

(4) Replace all removed fan disks with a part eligible for installation.

(h) Definitions

(1) For the purposes of this AD, an engine shop visit is defined as the removal of the tie-shaft nut from the engine.

(2) For the purposes of this AD, access is defined as the removal of the fan rotor assembly from the engine.

(3) For the purposes of this AD, parts eligible for installation are:

(i) fan disks not listed in the Accomplishment Instructions, Table 9, in Honeywell SB TFE731-72-5256, Revision 0, dated October 7, 2016; or

(ii) fan disks listed in Table 9, in Honeywell SB TFE731-72-5256, Revision 0, dated October 7, 2016, that have been inspected, reworked, and marked with “T43374” adjacent to the P/N or S/N. Guidance on returning affected parts to Honeywell for inspection and rework is found in the Accomplishment Instructions, paragraph 3.D., of Honeywell SB TFE731-72-5256.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles ACO Branch, FAA, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@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) Honeywell Service Bulletin TFE731-72-5256, Revision 0, dated October 7, 2016.

(ii) Reserved.

(3) For Honeywell service information identified in this AD, contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; phone: 800-601-3099; Internet: https://myaerospace.honeywell.com/wps/portal.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, 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 September 21, 2017.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2017-20-02 Airbus: Amendment 39-19059; Docket No. FAA-2017-0813; Product Identifier 2017-NM-109-AD.

(a) Effective Date

This AD is effective October 12, 2017.

(b) Affected ADs

This AD replaces AD 2017-13-05, Amendment 39-18935 (82 FR 34251, July 24, 2017) ("AD 2017-13-05").

(c) Applicability

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

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

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

(d) Subject

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

(e) Reason

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

(f) Compliance

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

(g) Retained Actions for Electronic Centralized Aircraft Monitor (ECAM) Fault Messages, With Revised FAA Contact Information

This paragraph restates the requirements of paragraph (g) of AD 2017-13-05, with revised FAA contact information. For airplanes other than those identified in figure 1 to paragraphs (g), (h), and (q) of this AD: If, during any flight, one of the "PRIM X PITCH FAULT" or "STAB CTL FAULT" messages is displayed on the ECAM associated with the "PITCH TRIM ACTR (1CS)" maintenance message, before further flight after each time the message is displayed on the ECAM, do the actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) Do the applicable detailed inspection of the ball-screw assembly for integrity of the primary and secondary load path; check the checkable shear pins (CSP), if installed; and do all applicable corrective actions; as specified in paragraph (g)(1)(i), (g)(1)(ii), or (g)(1)(iii) of this AD. Do all applicable corrective actions before further flight.

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

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

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

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

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

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

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

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

Figure 1 to Paragraphs (g), (h), and (q) of this AD – *Definition of Airplane Groups*

Group	Airplane Models	On Which the Following Actions or Modifications Have Been Done
Group 1 airplanes	Airbus Model A330-200 and -300 series airplanes	On which the actions specified in Airbus Service Bulletin A330-27-3137, including Appendix 01, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; and Airbus Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010; or Revision 05, dated November 7, 2011; or Revision 06, dated November 15, 2013; have been embodied in service.
	Airbus Model A340-200 and -300 series airplanes	On which the actions specified in Airbus Service Bulletin A340-27-4136, including Appendix 01, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; have been embodied in service.
Group 2 airplanes	Airbus Model A330-200 and -300 series airplanes and Model A340-200 and -300 series airplanes	On which Airbus Modifications 55780, 52269, and 56056 have been embodied in production.
	Airbus Model A340-500 and -600 series airplanes	On which Airbus Modifications 54882, 52191, and 56058 have been embodied in production.
Group 3 airplanes	Airbus Model A330-200 and -300 series airplanes	On which Airbus Service Bulletin A330-27-3137, including Appendix 01, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; has been embodied in service and Airbus Modifications 52269 and 56056 have been embodied in production.
	Airbus Model A330-200 and -300 series airplanes	On which Airbus Modification 55780 has been embodied in production and Airbus Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010; or Revision 05, dated November 07, 2011; or Revision 06, dated November 15, 2013; has been embodied in service.
	Airbus Model A340-200 and -300 series airplanes	On which Airbus Service Bulletin A340-27-4136, including Appendix 01, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; has been embodied in service and Airbus Modifications 52269 and 56056 have been embodied in production.
	Airbus Model A340-200 and -300 series airplanes	On which Airbus Modification 55780 has been embodied in production and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010, has been embodied in service.

(h) Retained Installation of CSP and Electrical Harness, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2017-13-05, with no changes. For all airplanes, except Group 2 airplanes specified in figure 1 to paragraphs (g), (h), and (q) of this

AD, and except for airplanes identified in paragraphs (i), (j), and (n)(2) of this AD: Within 12 months after August 28, 2017 (the effective date of AD 2017-13-05), modify the airplane by installing a CSP on the THSA and an additional electrical harness, in accordance with the Accomplishment Instructions of the Airbus service information specified in figure 2 to paragraphs (h) and (i) of this AD, as applicable to the part number of the THSA installed on the airplane, except as provided by paragraph (n)(2) of this AD.

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

THSA Part Number (P/N)	Service Bulletin for CSP Installation	Service Bulletin for Electrical Harness Installation
47172-300	Airbus Service Bulletin A330-27-3137, Revision 02, dated January 18, 2010, for Airbus Model A330-200 and -300 series airplanes; and Airbus Service Bulletin A340-27-4136, Revision 02, including Appendix 1, dated February 24, 2010, for Airbus Model A340-200 and -300 series airplanes	Airbus Service Bulletin A330-92-3046, Revision 07, dated January 13, 2017, for Airbus Model A330-200 and -300 series airplanes; and Airbus Service Bulletin A340-92-4056, Revision 04, dated December 5, 2013, for Airbus Model A340-200 and -300 series airplanes
47147-500	Airbus Service Bulletin A330-27-3143, Revision 01, dated July 10, 2012, for Airbus Model A330-200 and -300 series airplanes; and Airbus Service Bulletin A340-27-4143, dated February 21, 2012, for Airbus Model A340-200 and -300 series airplanes	
47175-200 47175-300	Airbus Service Bulletin A340-27-5030, Revision 01, including Appendix 1, dated November 20, 2009, for Airbus Model A340-541 and -642 airplanes	Airbus Service Bulletin A340-92-5008, Revision 07, dated February 8, 2013, for Airbus Model A340-541 and -642 airplanes

(i) Retained "Additional Work" on Previously Modified Airplanes, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2017-13-05, with no changes. For airplanes that have already been modified (installation of CSP on the THSA and electrical harness) before August 28, 2017 (the effective date of AD 2017-13-05), in accordance with the Accomplishment Instructions of any previous revision of an Airbus service bulletin specified in figure 2 to paragraphs (h) and (i) of this AD, as applicable: Within 12 months after August 28, 2017, do the "Additional Work" specified in, and in accordance with, the Accomplishment Instructions of the applicable Airbus service information specified in figure 2 to paragraphs (h) and (i) of this AD.

(j) Retained Installation of Electrical Harness on Airplanes Equipped with a CSP, With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2017-13-05, with no changes. For airplanes having one of the THSAs installed with a part number listed in figure 3 to paragraph (j) of this AD, and that have been modified by installing a CSP on the THSA as required by paragraph (h) of this AD: Within 12 months after August 28, 2017 (the effective date of AD 2017-13-05), inspect to determine if the electrical harness identified in the applicable Airbus service information specified in figure 3 to paragraph (j) of this AD is installed on the airplane, and, if not installed, modify the airplane by installing an electrical harness, in accordance with the Accomplishment Instructions of the Airbus service information specified in figure 3 to paragraph (j) of this AD, as applicable to the part number of the THSA installed on the airplane. Airplanes having one of the THSAs installed with a part number listed in figure 3 to paragraph (j) of this AD already have the CSP installed on the THSA, and only the electrical harness must be installed on the airplane.

Figure 3 to Paragraph (j) of this AD – *Electrical Harness Installation*

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

(k) Retained Provisions for Terminating Action for Repetitive Inspections of Airbus Model A330-200 and -300 Series Airplanes, With No Changes

This paragraph restates the provisions of paragraph (k) of AD 2017-13-05, with no changes. Accomplishment of a modification before August 28, 2017 (the effective date of AD 2017-13-05), using the Accomplishment Instructions of Airbus Service Bulletin A330-27-3137, including Appendix 01, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; and Airbus Service Bulletin A330-92-3046, Revision 04, dated July 16, 2010; or Revision 05, dated November 7, 2011; or Revision 06, dated November 15, 2013; terminates the repetitive inspections specified in paragraphs (k)(1) through (k)(4) of this AD. Modification of an airplane as specified by this paragraph does not constitute terminating action for the actions specified in paragraph (g)(2) of this AD or the additional work specified in paragraph (i) of this AD.

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

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

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

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

(l) Retained Provisions for Terminating Action for Repetitive Inspections of Airbus Model A340-200 and -300 Series Airplanes, With No Changes

This paragraph restates the provisions of paragraph (l) of AD 2017-13-05, with no changes. Accomplishment of a modification in accordance with the Accomplishment Instructions of Airbus Service Bulletin A340-27-4143, dated February 21, 2012; and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; terminates the actions required by paragraph (g)(1) of this AD for modified Airbus Model A340-200 and -300 series airplanes only. Modification of an airplane as specified in this paragraph does not constitute terminating action for the actions specified in paragraph (g)(2) of this AD, or the additional work specified in paragraph (i) of this AD.

(m) Retained Provisions for Terminating Action for Repetitive Inspections of Airbus Model A340-200 and -300 Series Airplanes, With No Changes

This paragraph restates the provisions of paragraph (m) of AD 2017-13-05, with no changes. Accomplishment of a modification before August 28, 2017 (the effective date of AD 2017-13-05), using the Accomplishment Instructions of Airbus Service Bulletin A340-27-4136, including Appendix 01, dated March 20, 2007; or Revision 01, including Appendix 1, dated December 6, 2007; and Airbus Service Bulletin A340-92-4056, Revision 03, dated July 16, 2010; terminates the repetitive inspections specified in paragraphs (m)(1) through (m)(4) of this AD. Modification of an airplane as specified in this paragraph does not constitute terminating action for the actions specified in paragraph (g)(2) of this AD, or the additional work specified in paragraph (i) of this AD.

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

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

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

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

(n) Retained Exceptions to the Actions in Certain Service Information and Paragraph (h) of This AD, With No Changes

This paragraph restates the exceptions of paragraph (n) of AD 2017-13-05, with no changes.

(1) Where Airbus Service Bulletin A330-27-3102, Revision 09, dated March 29, 2016 (for Model A330 series airplanes); or Airbus Service Bulletin A340-27-4107, Revision 09, dated March

29, 2016 (for Model A340 series airplanes); specifies to contact Airbus for a damage assessment: Before further flight, accomplish the required actions in accordance with the procedures specified in paragraph (s)(2) of this AD.

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

(o) Retained Provisions for Terminating Action for Repetitive Inspections for Airplanes on Which Actions Required by Paragraph (h), (i), or (j) of This AD Are Done, With No Changes

This paragraph restates the provisions of paragraph (o) of AD 2017-13-05, with no changes. Modification of an airplane as required by paragraph (h), (i), or (j) of this AD, as applicable, constitutes terminating action for that airplane for the applicable actions identified in paragraphs (o)(1) through (o)(4) of this AD.

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

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

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

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

(p) Retained Ball-screw Assembly Inspection for Certain Airplanes, With Revised FAA Contact Information

This paragraph restates the requirements of paragraph (p) of AD 2017-13-05, with revised FAA contact information. For Model A340-500 and -600 airplanes that are in post-Airbus Service Bulletin A340-92-5008, at Revision 06 or earlier, configuration: Before exceeding the threshold or interval, as applicable, of Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, of Airbus A340 ALS Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015, or within 3 months after August 28, 2017 (the effective date of AD 2017-13-05), whichever occurs later, accomplish Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, of Airbus A340 ALS Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015; and do all applicable corrective actions. Do all applicable corrective actions before further flight using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA. Repeat Task 274000-B0002-1-C, Inspection of the ball-screw assembly for integrity of the primary and secondary load paths, thereafter at the applicable intervals specified in Airbus A340 ALS Part 3–Certification Maintenance Requirements (CMR), Revision 03, dated October 19, 2015.

(q) Retained Parts Installation Prohibitions, With No Changes

This paragraph restates the requirements of paragraph (1) of AD 2017-13-05, with no changes.

(1) For all airplanes except Group 2 airplanes as identified in figure 1 to paragraphs (g), (h), and (q) of this AD: After modification of the airplane as required by paragraph (h), (i), or (j) of this AD,

as applicable, no person may install any THSA having part number (P/N) 47172-300, P/N 47147-500, P/N 47175-200, or P/N 47175-300.

(2) For Group 2 airplanes, as identified in figure 1 to paragraphs (g), (h), and (q) of this AD: As of August 28, 2017 (the effective date of AD 2017-13-05), no person may install on any Group 2 airplane any THSA having P/N 47172-300, P/N 47147-500, P/N 47175-200, or P/N 47175-300.

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

This paragraph restates the provisions of paragraph (r) of AD 2017-13-05, with no changes.

(1) This paragraph provides credit for actions required by paragraph (g)(2) of this AD, if those actions were performed before August 28, 2017 (the effective date of AD 2017-13-05), using the applicable service information specified in paragraphs (r)(1)(i) through (r)(1)(iv) of this AD.

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

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

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

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

(2) This paragraph provides credit for the electrical harness installation required by paragraph (h) of this AD and the inspection and electrical harness installation required by paragraph (j) of this AD, if those actions were performed before August 28, 2017 (the effective date of AD 2017-13-05), using Airbus Service Bulletin A330-92-3046, Revision 06, dated November 15, 2013.

(s) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(t) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0219, dated September 29, 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-2017-0813.

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

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

(u) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on August 28, 2017 (82 FR 34251, July 24, 2017).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Issued in Renton, Washington, on September 14, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.