

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2015-17

8/10/2015 - 8/23/2015



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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Oklahoma City, OK 73125-0460

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2015-01			
2014-26-03		Saab AB, Saab Aerosystems	340B
Biweekly 2015-02			
2014-25-51		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-25-52		Airbus	A330-223F, -243F, A330-201, -202, -203, -223, -243, A330-301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, A340-311, -312, -313, A340-541 and A340-642
2014-26-06		ATR–GIE Avions de Transport Régional	ATR42-500 and ATR72-212A
2014-26-07		Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G
2014-26-09	R 2014-03-05	Bombardier, Inc.	BD-700-1A10
2014-26-10		Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-26-53		Airbus	A319-115, A319-133, A320-214, A320-232, and A320-233
2015-01-01	R 2011-09-11	The Boeing Company	777-200 and -300 series
Biweekly 2015-03			
2014-23-15	R 2011-14-06	Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2014-26-08	R 2011-13-09	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2015-02-02		Bombardier, Inc	CL-215-6B11 (CL-215T Variant), CL-215-6B11 (CL-415 Variant)
2015-02-03		Airbus	A300 B4-601, B4-603, B4-605R, F4-605R, and C4-605R Variant F
2015-02-04		Dassault Aviation	MYSTERE-FALCON 50
2015-02-05		The Boeing Company	717-200, DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F, MD-10-10F and MD-10-30F, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87), MD-88, MD-90-30
2015-02-06		Bombardier, Inc	CL-600-2B16 (CL-604 Variant)
2015-02-08		Rolls-Royce Corporation (RRC)	AE 2100D2, 2100D2A, 2100D3, 2100P and AE 3007A1, A1/1, A1/3, A1E, A1P, A2, A3, C, C1, and C2
2015-02-11		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2015-02-12		Bombardier, Inc	DHC-8-400, -401 and -402
2015-02-13		Empresa Brasileira de Aeronautica S.A. (Embraer)	EMB -135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2015-02-16	R 2009-06-06	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325, 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
2015-02-17		Airbus	A330-201, -202, -203, -223, -223F, -243, and -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2015-02-18		Airbus	A330-201, -202, -203, -301, -302, and -303
2015-02-19	R 95-24-04	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, A300 C4-605R Variant F

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2015-02-20	S 2013-15-10	Rolls-Royce plc (RR)	RB211-Trent 553-61, 553A2-61, 556-61, 556A2-61, 556B-61, 556B2-61, 560-61, 560A2-61, 768-60, 772-60, 772B-60, 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, 895-17, 970-84, 970B-84, 972-84, 972B-84, 977-84, 977B-84, and 980-84
2015-02-23		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants)
2015-02-26	R 2013-24-13	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series, 737-600, -700, -700C, -800, and -900 series
Biweekly 2015-04			
2015-02-24	R 2007-03-18 R2008-17-02 R2012-08-03 R2012-15-14	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2015-02-25		Bombardier, Inc.	DHC-8-400, -401, and -402
2015-03-01		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2015-03-02		Airbus	A319-115, A319-133, A320-214, A320-232, and A320-233
2015-03-04		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
2015-03-05	R 2012-09-07	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-03-06	R 2007-22-10	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, -343, A340-211, -212, -213 -311, -312, -313, -541, and -642
Biweekly 2015-05			
2015-02-14	R 2009-20-05	Airbus	A318-111, -112, -121, -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, -232.
2015-03-03		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R. A300 C4-605R Variant F.
2015-04-02		CFM International S.A.	CFM56-7B series
2015-04-03		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60
2015-04-06		Rolls-Royce plc	RB211 Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17.
Biweekly 2015-06			
2015-04-07		Boeing	767-200 and -300 series airplanes
2015-05-01		Boeing	757-200, -200PF, -200CB, and -300 series airplanes; and 767-200, -300, -300F, and -400ER series airplanes
2015-05-03		Bombardier	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2015-05-07	R 2015-02-06	Bombardier	CL-600-2B16 (CL-604 Variant) airplanes
2015-05-08		Lockheed Martin	382, 382B, 382E, 382F, and 382G airplanes
2015-06-01	S 2014-06-03	British Aerospace	Jetstream Series 3101 and Jetstream 3201 airplanes
Biweekly 2015-07			
2015-04-08	R 2014-06-08	Bombardier, Inc	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2015-05-02	R 2014-23-15	Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2015-06-04	R 2011-13-07	Dassault	FALCON 7X
2015-06-05		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,

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2015-06-06 2015-06-07 2015-07-01		BAE Systems The Boeing Company Rolls-Royce plc	A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes. 4101 airplanes 737-100, -200, -200C, -300, -400, and -500 series airplanes RB211-524B-02, RB211-524B-B-02, RB211-524B2-19, RB211-524B2-B-19, RB211-524B3-02, RB211-524C2-19, and RB211-524C2-B-19 turbofan engines
Biweekly 2015-08			
2015-06-08	R 2011-09-03	Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G
2015-07-05		BAE Systems (Operations) Limited	146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2015-07-06		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2015-07-07 2015-08-02	R 2015-02-04	The Boeing Company Dassault Aviation	777-200, -200LR, -300ER, and 777F series MYSTERE-FALCON 50
Biweekly 2015-09			
2015-06-10		ATR-GIE Avions de Transport Régional	ATR72-212A
2015-07-02		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), CL-600-2B16 (CL-604 Variants)
2015-08-01 2015-08-03 2015-08-05	R 2013-26-05	The Boeing Company Bombardier, Inc. Dassault Aviation	757-200, -200PF, -200CB, and -300 series DHC-8-400, -401, and -402 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
2015-08-06	R 2007-14-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325; 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
2015-08-08	R 2014-26-53 and 2015-03-02	Airbus	A319-115, A319-132, A319-133, A320-214, A320-232, and A320-233
2015-08-09 2015-09-02 2015-09-03		The Boeing Company Bombardier, Inc. Airbus	737-600 and -700 series CL-600-2E25 (Regional Jet Series 1000)
2015-09-07		The Boeing Company	A318-111 and -112, 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 -232 787
Biweekly 2015-10			
2015-08-07 2015-09-05 2015-09-08		Zodiac Aerotechnics The Boeing Company Airbus	See AD 747-400 and 747-400F A300 B4-601, B4-603, and B4-605R; and A300 F4-605R; and A300 C4-605R Variant F; and A310-204 and -304
2015-09-09	R 2004-07-11	The Boeing Company	767-200, -300, and -400ER series
Biweekly 2015-11			
2015-10-02	R 2014-20-11	Zodiac Seats France	9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies
2015-10-03	R 2014-09-05	Airbus 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
2015-10-04	R 2012-09-09	International Aero Engines AG	IAE V2500-A1, IAE V2525-D5, IAE V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5
2015-11-04		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body; 707-300, -300B, -300C, -400; 720 and 720B series

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Biweekly 2015-12			
2015-10-01		Bombardier, Inc.	DHC-8-401, -402, and -403
2015-11-02	R 95-26-11	Lockheed Martin Corporation	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2015-11-03		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A; ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A
2015-11-05		The Boeing Company	747-400, 747-400D, 747-400F, 747-8F, and 747-8 series
Biweekly 2015-13			
2015-10-51		Avidyne Corporation	Integrated Flight Displays (IFDs)
2015-12-03	COR R 2007-13-05	The Boeing Company	777-200, -200LR, -300, and -300ER series
2015-12-05	R 2008-06-18	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
2015-12-06		Learjet Inc.	45
2015-12-07		The Boeing Company	747-8F and 747-8 series
2015-12-08		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
2015-12-10		Pratt & Whitney Division	PW6122A and PW6124A
2015-12-11	COR	The Boeing Company	767-200, -300, -300F, and -400ER series, 777-200, -200LR, -300, -300ER, and 777F
2015-12-12		Fokker Services B.V.	F.28 Mark 0070 and 0100
2015-13-01		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2015-13-02		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2015-14			
2015-13-08		Dassault Aviation	FALCON 2000EX
2015-14-01		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2015-15			
2015-13-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2015-13-07	R 98-13-23	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F
2015-14-03		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2015-14-05		Pratt & Whitney	JT8D-217C and JT8D-219
2015-14-06		The Boeing Company	747-8 and 747-8F series
2015-14-07		The Boeing Company	787-8
2015-14-08		Airbus	A310-203
2015-14-09		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, 747SP, 747-8F, and 747-8 series
2015-15-01	R 2004-13-02	The Boeing Company	747-100, -200B, and -200F series
2015-15-02	R 2012-13-06	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R; and A300 C4-605R Variant F
2015-15-03		General Electric Company	GENx-1B and GENx-2B
2015-15-05	R 98-22-10 R 90-06-02	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2015-15-08		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2015-15-09		BAE Systems (Operations) Limited	4101
2015-15-10		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

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Biweekly 2015-16			
2012-11-09 R1		Transport Category Airplanes	Chemical oxygen generators
2015-13-06	R 2013-14-05	The Boeing Company	747-400 and -400F series
2015-15-07	R 2015-10-01	Bombardier, Inc.	DHC-8-400, -401, and -402
2015-15-11		The Boeing Company	747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2015-15-12		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233
2015-15-13		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
2015-15-14		BAE Systems (Operations) Limited	ATP
2015-15-15		The Boeing Company	777-200, 777-200LR, 777-300ER, and 777F series
Biweekly 2015-17			
2015-16-01	R 2012-19-11	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series; 737-600, -700, -700C, -800, -900, and -900ER series
2015-16-02	R 2003-14-11 R 2004-11-08 R 2004-13-25 R 2004-18-14 R 2007-05-12 R 2008-06-07 R 2009-18-20 R 2010-15-02 R 2012-04-07	Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2015-16-03		Rolls-Royce plc	RB211-524B-02, RB211-524B2-19, RB211-524B3-02, RB211-524B4-02, RB211-524B4-D-02, RB211-524C2-19, RB211-524D4-19, RB211-524D4-39, and RB211-524D4X-19
2015-16-04		Kidde Graviner	See AD
2015-16-05		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2015-16-06		British Aerospace Regional Aircraft	Jetstream Model 3201
2015-17-04		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)
2015-17-06		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
2015-17-09	R 98-18-02	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F



2015-16-01 The Boeing Company: Amendment 39-18226; Docket No. FAA-2014-0487; Directorate Identifier 2014-NM-026-AD.

(a) Effective Date

This AD is effective September 15, 2015.

(b) Affected ADs

This AD replaces AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012).

(c) Applicability

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

(1) Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, as identified in Boeing Special Attention Service Bulletin 737-21-1164, Revision 2, dated August 23, 2013.

(2) Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, as identified in Boeing Special Attention Service Bulletin 737-21-1165, Revision 3, dated July 16, 2014.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the report of a flightcrew not receiving an aural warning during a lack of cabin pressurization event. We are issuing this AD to prevent the loss of cabin altitude warning, which could delay flightcrew recognition of a lack of cabin pressurization, and could result in incapacitation of the flightcrew due to hypoxia (a lack of oxygen in the body), and consequent loss of control of the airplane.

(f) Compliance

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

(g) Retained Installation

This paragraph restates the actions required by paragraph (g) of AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012), with revised service information. Within 72 months after November 7, 2012 (the effective date of AD 2012-19-11), install a redundant cabin altitude pressure switch, replace the aural warning module (AWM) with a new or reworked AWM, and change certain wire bundles or connect certain capped and stowed wires, as applicable, in accordance with the Accomplishment Instructions of the applicable service information in paragraphs (g)(1) and (g)(2) of this AD; except as provided by paragraph (k)(1) of this AD.

(1) Boeing Special Attention Service Bulletin 737-21-1164, Revision 1, dated May 17, 2012; or Boeing Special Attention Service Bulletin 737-21-1164, Revision 2, dated August 23, 2013 (for Model 737-100, -200, -200C, -300, -400, and -500 series airplanes). As of the effective date of this AD, use Boeing Special Attention Service Bulletin 737-21-1164, Revision 2, dated August 23, 2013, for the actions specified in paragraph (g) of this AD.

(2) Boeing Special Attention Service Bulletin 737-21-1165, Revision 1, dated July 16, 2010, as revised by Boeing Special Attention Service Bulletin 737-21-1165, Revision 2, dated April 30, 2012; or Boeing Special Attention Service Bulletin 737-21-1165, Revision 3, dated July 16, 2014 (for Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes). As of the effective date of this AD use Boeing Special Attention Service Bulletin 737-21-1165, Revision 3, dated July 16, 2014.

(h) Retained Concurrent Actions

This paragraph restates the concurrent actions required by paragraph (h) of AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012), with revised service information. For airplanes identified in Boeing Alert Service Bulletin 737-31A1325, dated January 11, 2010 (for Model 737-100, -200, -200C, -300, -400, and -500 series airplanes); and Boeing Alert Service Bulletin 737-31A1332, Revision 3, dated March 28, 2012 (for Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes); except as provided by paragraph (i) of this AD: Before or concurrently with accomplishment of the actions specified in paragraph (g) of this AD, as applicable, modify the instrument panels, install light assemblies, modify the wire bundles, and install a new circuit breaker, in accordance with the Accomplishment Instructions of the applicable service information in paragraphs (h)(1) and (h)(2) of this AD; except as provided by paragraph (k)(2) of this AD.

(1) The service information for Model 737-100, -200, -200C, -300, -400, and -500 series airplanes as identified in paragraphs (h)(1)(i), (h)(1)(ii), and (h)(1)(iii), of this AD. As of the effective date of this AD, use Boeing Alert Service Bulletin 737-31A1325, Revision 2, dated June 5, 2014 (for Model 737-100, -200, -200C, -300, -400, and -500 series airplanes), for the actions specified in paragraph (h) of this AD.

(i) Boeing Alert Service Bulletin 737-31A1325, dated January 11, 2010.

(ii) Boeing Alert Service Bulletin 737-31A1325, Revision 1, dated July 5, 2012.

(iii) Boeing Alert Service Bulletin 737-31A1325, Revision 2, dated June 5, 2014.

(2) Boeing Alert Service Bulletin 737-31A1332, Revision 3, dated March 28, 2012; or Boeing Alert Service Bulletin 737-31A1332, Revision 4, dated October 31, 2013 (for Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes). As of the effective date of this AD, use Boeing Alert Service Bulletin 737-31A1332, Revision 4, dated October 31, 2013 (for Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes), for the actions specified in paragraph (h) of this AD.

(i) New Concurrent Requirement

For airplanes having variable numbers YA001 through YA008 inclusive, YA251, YA501 through YA508 inclusive, and YC321 through YC325 inclusive: Before or concurrently with accomplishment of the actions specified in paragraph (g) of this AD, or within 18 months after the effective date of this AD, whichever occurs later, modify the instrument panels, install light assemblies, modify the wire bundles, and install a new circuit breaker, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-31A1332, Revision 4, dated October 31, 2013.

(j) Credit for Previous Actions

(1) This paragraph restates the credit for previous actions stated in paragraph (i) of AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012), with correct paragraph reference and revised exempted airplanes.

(i) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before November 7, 2012 (the effective date of AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012)), using Boeing Special Attention Service Bulletin 737-21-1165, Revision 1, dated July 16, 2010, which was incorporated by reference in AD 2012-19-11.

(ii) For airplanes identified in Boeing Alert Service Bulletin 737-31A1332, Revision 1, dated June 24, 2010; except airplanes having variable numbers YA001 through YA019 inclusive, YA201 through YA203 inclusive, YA231 through YA242 inclusive, YA251, YA252, YA271, YA272, YA301, YA302, YA311, YA312, YA501 through YA508 inclusive, YA541, YA701, YA702, YC001 through YC007 inclusive, YC051, YC052, YC101, YC102, YC111, YC121, YC301, YC302, YC321 through YC330 inclusive, YC381, YC401 through YC403 inclusive, YC501, YC502, and YE001 through YE003 inclusive: This paragraph provides credit for the 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 737-31A1332, Revision 1, dated June 24, 2010, which was incorporated by reference in AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012).

(iii) For airplanes identified in Boeing Alert Service Bulletin 737-31A1332, Revision 2, dated August 18, 2011; except airplanes identified in paragraph (j)(4) of this AD and airplanes having variable numbers YA001 through YA019 inclusive, YA201 through YA203 inclusive, YA231 through YA242 inclusive, YA251, YA252, YA271, YA272, YA301, YA302, YA311, YA312, YA501 through YA508 inclusive, YA541, YA701, YA702, YC001 through YC007 inclusive, YC051, YC052, YC101, YC102, YC111, YC121, YC301, YC302, YC321 through YC330 inclusive, YC381, YC401 through YC403 inclusive, YC501, YC502, and YE001 through YE003 inclusive: This paragraph provides credit for the 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 737-31A1332, Revision 2, dated August 18, 2011, which was incorporated by reference in AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012).

(iv) For Group 21, Configuration 2 airplanes identified in Boeing Alert Service Bulletin 737-31A1332, Revision 3, dated March 28, 2012: This paragraph provides credit for the 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 737-31A1332, Revision 2, dated August 18, 2011, which was incorporated by reference in AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012); and provided that the actions specified in Boeing Service Bulletin 737-21-1171, dated February 12, 2009 (which is not incorporated by reference in this AD), were accomplished prior to or concurrently with the actions specified in Boeing Alert Service Bulletin 737-31A1332, Revision 2, dated August 18, 2011.

(2) This paragraph provides credit for the actions specified in paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (j)(2)(i) or (j)(2)(ii) of this AD.

(i) Boeing Alert Service Bulletin 737-31A1325, dated January 11, 2010, which was incorporated by reference in AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012).

(ii) Boeing Alert Service Bulletin 737-31A1325, Revision 1, dated July 5, 2012, which is not incorporated by reference in this AD.

(k) New Requirements to This AD: Exceptions to the Service Information

(1) Where Boeing Special Attention Service Bulletin 737-21-1164, Revision 2, dated August 23, 2013, specifies to contact Boeing for instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(2) Where Boeing Alert Service Bulletin 737-31A1325, Revision 2, dated June 5, 2014, specifies to contact Boeing for instructions: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(l) Alternative Methods of Compliance (AMOCs)

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

(4) AMOCs approved for AD 2012-19-11, Amendment 39-17206 (77 FR 60296, October 3, 2012), are approved as AMOCs for the corresponding provisions of this AD.

(m) Related Information

(1) For more information about this AD, contact Francis Smith, Aerospace Engineer, Cabin Safety and Environmental Systems Branch, ANM-150S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6596; fax: 425-917-6590; email: Francis.Smith@faa.gov.

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

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 15, 2015.

(i) Boeing Alert Service Bulletin 737-31A1325, Revision 2, dated June 5, 2014.

(ii) Boeing Alert Service Bulletin 737-31A1332, Revision 4, dated October 31, 2013.

(iii) Boeing Special Attention Service Bulletin 737-21-1164, Revision 2, dated August 23, 2013.

(iv) Boeing Special Attention Service Bulletin 737-21-1165, Revision 3, dated July 16, 2014.

(4) The following service information was approved for IBR on November 7, 2012 (77 FR 60296, October 3, 2012).

(i) Boeing Alert Service Bulletin 737-31A1325, dated January 11, 2010.

(ii) Boeing Alert Service Bulletin 737-31A1332, Revision 1, dated June 24, 2010.

(iii) Boeing Alert Service Bulletin 737-31A1332, Revision 2, dated August 18, 2011.

(iv) Boeing Alert Service Bulletin 737-31A1332, Revision 3, dated March 28, 2012.

(v) Boeing Special Attention Service Bulletin 737-21-1164, Revision 1, dated May 17, 2012.

(vi) Boeing Special Attention Service Bulletin 737-21-1165, Revision 1, dated July 16, 2010.

(vii) Boeing Special Attention Service Bulletin 737-21-1165, Revision 2, dated April 30, 2012.

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

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

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

Issued in Renton, Washington, on July 22, 2015.

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



2015-16-02 Airbus: Amendment 39-18227. Docket No. FAA-2013-0834; Directorate Identifier 2012-NM-045-AD.

(a) Effective Date

This AD becomes effective September 15, 2015.

(b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1) through (b)(9) of this AD.

- (1) AD 2003-14-11, Amendment 39-13230 (68 FR 41521, July 14, 2003).
- (2) AD 2004-11-08, Amendment 39-13654 (69 FR 31874, June 8, 2004).
- (3) AD 2004-13-25, Amendment 39-13707 (69 FR 41394, July 9, 2004).
- (4) AD 2004-18-14, Amendment 39-13793 (69 FR 55326, September 14, 2004).
- (5) AD 2007-05-12, Amendment 39-14973 (72 FR 10057, March 7, 2007).
- (6) AD 2008-06-07, Amendment 39-15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)).
- (7) AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009).
- (8) AD 2010-15-02, Amendment 39-16368 (75 FR 42589, July 22, 2010).
- (9) AD 2012-04-07, Amendment 39-16963 (77 FR 12989, March 5, 2012).

(c) Applicability

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

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to address the aging effects of aircraft systems. Such aging effects could change the characteristics of those systems, which, in isolation or in combination with one or more other specific failures or events, could result in failure of certain life limited parts, which could reduce the structural integrity of the airplane or reduce the controllability of the airplane.

(f) Compliance

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

(g) Maintenance Program Revision and Actions

Within 6 months after the effective date of this AD, revise the maintenance program or inspection program, as applicable, by incorporating Airbus A330 Airworthiness Limitations Section (ALS) Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, and Airbus A330 ALS Part 4–Aging Systems Maintenance (ASM), Variation 4.1 and Variation 4.2, both dated July 23, 2014. The initial compliance times for the actions are within the applicable compliance times specified in the Record of Revisions pages of Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, Airbus A330 ALS Part 4–Aging Systems Maintenance (ASM), Variation 4.1 and Variation 4.2, both dated July 23, 2014, or within 6 months after the effective date of this AD, whichever is later, except as required by paragraph (h) of this AD.

(h) Exceptions to Initial Compliance Times

(1) Where Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, defines a calendar compliance time for elevator servo-controls having part number (P/N) SC4800-2, SC4800-3, SC4800-4, SC4800-6, SC4800-7, or SC4800-8 as "August 31, 2004," the calendar compliance time is June 13, 2007 (34 months after August 13, 2004 (the effective date of AD 2004-13-25, Amendment 39-13707 (69 FR 41394, July 9, 2004))).

(2) Where Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, defines a calendar compliance time for spoiler servo-controls (SSCs) having P/N 1386A0000-01, P/N 1386B0000-01, P/N 1387A0000-01 or P/N 1387B0000-01 as "December 31, 2003," the calendar compliance time is November 19, 2005 (13 months after October 19, 2004 (the effective date of AD 2004-18-14, Amendment 39-13793 (69 FR 55326, September 14, 2004))).

(3) Where Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, defines a calendar compliance time for elevator servo-controls having P/N SC4800-73, SC4800-93, SC4800-103 and SC4800-113 as "June 30, 2008," the calendar compliance time is September 16, 2009 (17 months after April 16, 2008 (the effective date of AD 2008-06-07, Amendment 39-15419 (73 FR 13103, March 12, 2008; corrected April 15, 2008 (73 FR 20367)))).

(4) The initial compliance time for replacement of the retraction brackets of the main landing gear (MLG) having a part number specified in paragraphs (h)(4)(i) through (h)(4)(xvi) of this AD is before the accumulation of 19,800 total landings on the affected retraction brackets of the MLG, or within 900 flight hours after April 9, 2012 (the effective date of AD 2012-04-07, Amendment 39-16963 (77 FR 12989, March 5, 2012), whichever occurs later.

- (i) 201478303
- (ii) 201478304
- (iii) 201478305
- (iv) 201478306
- (v) 201478307
- (vi) 201478308
- (vii) 201428380
- (viii) 201428381
- (ix) 201428382
- (x) 201428383
- (xi) 201428384
- (xii) 201428385
- (xiii) 201428378
- (xiv) 201428379
- (xv) 201428351
- (xvi) 201428352

(5) Where Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, defines a calendar compliance time for the modification of SSCs on three hydraulic circuits

having part numbers MZ4339390-01X, MZ4306000-01X, MZ4339390-02X, MZ4306000-02X, MZ4339390-10X, or MZ4306000-10X as "March 5, 2010," the calendar compliance time is April 14, 2011 (18 months after October 14, 2009 (the effective date of AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009))).

(6) Where Note (6) of "ATA 27-64-00 Flight Control–Spoiler Hydraulic Actuation," of Sub-part 4-2-1, "Life Limits," of Sub-part 4-2, "Systems Life Limited Components," of Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, defines a calendar date of "September 5, 2008," as a date for the determination of accumulated flight cycles since the aircraft initial entry into service, the date is October 14, 2009 (the effective date of AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009))).

(7) Where Note (6) of "ATA 27-64-00 Flight Control–Spoiler Hydraulic Actuation," of Sub-part 4-2-1, "Life Limits," of Sub-part 4-2, "Systems Life Limited Components," of Airbus A330 ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013, defines a calendar compliance time as "March 5, 2010," for the modification of affected servo controls, the calendar compliance time is April 14, 2011 (18 months after October 14, 2009 (the effective date of AD 2009-18-20, Amendment 39-16017 (74 FR 46313, September 9, 2009))).

(i) No Alternative Actions or 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.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2013-0268, dated November 7, 2013, 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-2013-0834.

(I) Material Incorporated by Reference

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

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

(i) Airbus A330 Airworthiness Limitations Section ALS Part 4–Aging Systems Maintenance, Revision 04, dated August 27, 2013.

(ii) Airbus A330 ALS Part 4–Aging Systems Maintenance (ASM), Variation 4.1, dated July 23, 2014.

(iii) Airbus A330 ALS Part 4–Aging Systems Maintenance (ASM), Variation 4.2, dated July 23, 2014.

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

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

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

Issued in Renton, Washington, on July 28, 2015.

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



2015-16-03 Rolls-Royce plc: Amendment 39-18228; Docket No. FAA-2015-0095; Directorate Identifier 2015-NE-01-AD.

(a) Effective Date

This AD becomes effective September 15, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211-524B-02, RB211-524B2-19, RB211-524B3-02, RB211-524B4-02, RB211-524B4-D-02, RB211-524C2-19, RB211-524D4-19, RB211-524D4-39, and RB211-524D4X-19 turbofan engines with high-pressure turbine (HPT) blades, part numbers (P/Ns) UL32958 and UL21691, installed.

(d) Reason

This AD was prompted by several failures of affected HPT blades. We are issuing this AD to prevent failure of the HPT blade, which could lead to failure of one or more engines, loss of thrust control, and damage to the airplane.

(e) Actions and Compliance

- (1) Comply with this AD within the compliance times specified, unless already done.
- (2) After the effective date of this AD, within 2 months or before exceeding 6,500 flight hours since first installation of HPT blades, P/Ns UL32958 and UL21691, on an engine, whichever occurs later, remove all affected HPT blades from service.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, 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.

(g) Related Information

- (1) For more information about this AD, contact Katheryn Malatek, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: katheryn.malatek@faa.gov.
- (2) Refer to MCAI European Aviation Safety Agency AD 2014-0250, dated November 19, 2014, 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-2015-0095.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on July 30, 2015.

Ann C. Mollica,

Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-16-04 Kidde Graviner: Amendment 39-18229. Docket No. FAA-2014-0751; Directorate Identifier 2013-NM-188-AD.

(a) Effective Date

This AD becomes effective September 15, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Kidde Graviner hand-operated fire extinguishers having part numbers 56412-001 (34H), 56411-001 (35H), and 56412-002 (38H). These fire extinguishers may be installed on, but not limited to, aircraft, certificated in any category, specified in paragraphs (c)(1), (c)(2), (c)(3), (c)(4), (c)(5), and (c)(6) of this AD.

(1) BAE Systems (Operations) Limited Model ATP airplanes.

(2) BAE Systems (Operations) Limited Model 4101 airplanes.

(3) Airbus Defense and Space S.A. (Type Certificate previously held by EADS CASA; Construcciones Aeronauticas, S.A.) Model C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DE, and C-212-DF airplanes.

(4) Fokker Services B.V. Model F.27 Mark 050, 100, 200, 300, 400, 500, 600, and 700 airplanes.

(5) Short Brothers PLC Model SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60 airplanes.

(6) SHORT BROTHERS & HARLAND LTD SC-7 Series 2 and SC-7 Series 3 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report that a fire extinguisher failed to operate when the activation lever was pressed. We are issuing this AD to prevent fire extinguishers from failing to operate in the event of a fire, which could jeopardize occupants' safety and continuation of safe flight and landing.

(f) Compliance

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

(g) Modification

Within 6 months after the effective date of this AD, modify all Kidde Graviner hand-operated fire extinguishers having part numbers 56412-001 (34H), 56411-001 (35H), and 56412-002 (38H), in

accordance with the Accomplishment Instructions of Kidde Graviner Alert Service Bulletin A26-081, Revision 1, dated January 31, 2012.

(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 Kidde Graviner Alert Service Bulletin A26-081, dated August 23, 2011, which is not incorporated by reference in this AD.

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install any Kidde Graviner hand-operated fire extinguisher having part number 56412-001 (34H), 56411-001 (35H), or 56412-002 (38H) on any airplane unless the fire extinguisher has been modified as specified in paragraph (g) or (h) of this AD.

(j) Other FAA AD Provision

The following provision for Alternative Methods of Compliances (AMOCs) also applies to this AD: The manager of the office having certificate responsibility for the affected product 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. The Manager, Boston Aircraft Certification Office (ACO), FAA, will coordinate requests for approval of AMOCs with the manager of the appropriate office for the affected product. Send information to ATTN: Ian Lucas, Aerospace Engineer, Boston ACO, ANE-150, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7757; fax: 781-238-7170; email: ian.lucas@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) Airworthiness Directive 2012-0037, dated March 9, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0751-0004>.

(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 this AD specifies otherwise.

(i) Kidde Graviner Alert Service Bulletin A26-081, Revision 1, dated January 31, 2012. Page 2 of this document is dated August 23, 2011.

(ii) Reserved.

(3) For service information identified in this AD, contact Kidde Graviner Limited, Mathisen Way, Colnbrook, Slough, Berkshire, SL3 0HB, United Kingdom; telephone +44 (0) 1753 583245; fax +44 (0) 1753 685040.

(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 29, 2015.

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



2015-16-05 British Aerospace Regional Aircraft: Amendment 39-18230; Docket No. FAA-2015-2048; Directorate Identifier 2015-CE-015-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 21, 2015.

(b) Affected ADs

None.

(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 32: Landing Gear.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as missing countersunk washers under the head of the main landing gear (MLG) trunnion cap tension bolts that could cause fatigue in the bolt shanks. We are issuing this AD to detect and correct missing countersunk washers, which could lead to failure of the bolt(s), thereby compromising the structural integrity of the other MLG tension bolts holding the MLG in place, possibly resulting in collapse of the MLG on take-off or landing with consequent damage to the airplane and injury to occupants.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (f)(4) of this AD, including all subparagraphs, following the Accomplishment Instructions in British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA120141, REVISION 1, dated April 8, 2014:

(1) This AD allows credit for the actions required in paragraphs (f)(3) and (f)(4), including all subparagraphs, of this AD if done before September 21, 2015 (the effective date of this AD) following the Accomplishment Instructions of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA120141, Original Issue, dated: July 31, 2012.

(2) For the purposes of this AD, owner/operators who do not track total flight cycles (FC) must multiply the total number of airplane hours time-in-service by 0.75 to calculate the FC.

(3) For Pre-Mod JM5218 airplanes: Within 250 FC after September 21, 2015 (the effective date of this AD), do a magnetic particle inspection (MPI) of each MLG trunnion cap tension bolt.

(i) If no crack is found during the MPI required by paragraph (f)(1) of this AD, before further flight, either re-install the crack-free bolt(s) or install a replacement bolt(s) having the same part number (P/N) as the original bolt. Install a countersunk washer under the bolt(s) ensuring the washer P/N is applicable to the diameter bolt installed as specified in figure 1 of paragraph (f)(3)(i) of this AD.

Figure 1 of Paragraph (f)(3)(i)–Pre-Mod JM5218 Replacement Parts

Bolt P/N	Washer P/N
MS21250H06040	PKS1000-6-2-S (washer).
MS21250H07040	PKS1000-7-2-S (washer).

(ii) If a cracked bolt is found during the inspection required by paragraph (f)(3) of this AD, before further flight, replace each cracked bolt with a replacement bolt having the same P/N as the original bolt. Install a countersunk washer under the bolt ensuring the washer P/N is applicable to the diameter bolt installed as specified in figure 1 of paragraph (f)(3)(i) of this AD.

(4) For Post-Mod JM5218 airplanes: Within 250 FC after September 21, 2015 (the effective date of this AD), visually inspect each MLG trunnion cap tension bolt to determine which type of bolt is installed.

(i) If it is determined the installed bolts are P/N MS21134H07045 or P/N MS21134H07059 during the inspection required in paragraph (f)(4) of this AD, before further flight (except as specified in paragraph (f)(4)(i)(A) of this AD), replace each 'old' bolt P/N with a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a washer having P/N PKS1000-7-2-S under each bolt.

Figure 2 of Paragraph (f)(4)(i)–Post-Mod JM5218 Replacement Parts

Bolt P/N `Old'	Bolt P/N `New'
MS21134H07045	MS21134H07046, or MS21250H07046.
MS21134H07059	MS21134H07060, or MS21250H07060.

(A) If no 'new' replacement bolt is available to comply with paragraph (f)(4)(i) of this AD, the 'old' bolt may be reinstalled without a countersunk washer, provided that within 500 FC after reinstallation and repetitively thereafter at intervals not to exceed 500 FC, each affected bolt is inspected by MPI.

(B) Within 2,000 FC after reinstallation of a bolt as allowed by paragraph (f)(4)(i)(A) of this AD or before further flight if a crack was found during any MPI as required by paragraph (f)(4)(i)(A) of this AD, whichever occurs first, replace the 'old' bolt P/N with a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a washer having P/N PKS1000-7-2-S under each bolt.

(ii) If it is determined the installed bolts are P/N MS21250H07046 or P/N MS21250H07060 and no countersunk washer is installed during the inspection required in paragraph (f)(4) of this AD, before further flight, do an MPI of each MLG trunnion cap tension bolt.

(A) If no crack is found during the MPI required by paragraph (f)(4)(ii) of this AD, before further flight, either re-install the crack-free bolts or install replacement bolts having a 'new' bolt P/N as specified in figure 2 of paragraph (f)(4)(i) of this AD and install a countersunk washer P/N PKS1000-7-2-S under each bolt.

(B) If any crack is found during the MPI required by paragraph (f)(4)(ii) of this AD, before further flight, replace each cracked bolt with a serviceable one having a 'new' bolt P/N as specified in

figure 2 of paragraph (f)(4)(i) of this AD and install a countersunk washer P/N PKS1000-7-2-S under each bolt.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0061, dated April 20, 2015; and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA120141, Original Issue, dated: July 31, 2012, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-2048-0003>.

(i) Material Incorporated by Reference

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

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

(i) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA120141, REVISION 1, dated April 8, 2014.

(ii) Reserved.

(3) For British Aerospace Regional Aircraft service information identified in 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 view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-2048.

(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 August 6, 2015.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-16-06 British Aerospace Regional Aircraft: Amendment 39-18231; Docket No. FAA-2015-1744; Directorate Identifier 2015-CE-016-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 21, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to British Aerospace Regional Aircraft Jetstream Model 3201 airplanes, all serial numbers, that are:

- (1) Certificated in any category; and
- (2) Modified in service following BAE Systems (Operations) Ltd Service Bulletin (SB) 05-JM8229.

(d) Subject

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

(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 the in-service special detailed inspection technique required for the Jetstream 3200's life extension program was delayed; consequently, the in-service special detailed inspection (SDI) technique is not formally part of the life extension program and may therefore not be accomplished as intended. We are issuing this AD to detect and correct cracking in the wing main spar, which could result in structural failure of the wing with consequent loss of control.

(f) Actions and Compliance

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

- (1) Before accumulating a total of 53,950 flight cycles (FC) on the airplane or within the next 50 FC after September 21, 2015 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 14,300 FC, accomplish an eddy current (EC) and an x-ray inspection of the wing main spar around rib 36 following the instructions of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA140140, Original Issue, dated June 26, 2014. For the purposes of this AD, owner/operators who do not track total FC must multiply the total number of airplane hours time-in-service (TIS) by 0.75 to calculate the cycles.

(2) If any crack or corrosion is found during any inspection required by paragraph (f)(1) of this AD, before further flight, contact BAE Systems (Operations) Ltd for FAA-approved repair instructions approved specifically for this AD and accomplish those instructions. You can find contact information for BAE Systems (Operations) Ltd in paragraph (i)(3) of this AD. Use the Operator Report Form and follow the instructions in British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA140140, Original Issue, dated: June 26, 2014.

(3) Repair of an airplane as required in paragraph (f)(2) of this AD does not terminate the repetitive inspections required in paragraph (f)(1) of this AD for that airplane, unless the approved repair instructions state otherwise.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0063, dated April 22, 2015, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-1744-0002>.

(i) Material Incorporated by Reference

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

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

(i) British Aerospace Regional Aircraft British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 57-JA140140, Original Issue, dated: June 26, 2014.

(ii) Reserved.

(3) For British Aerospace Regional Aircraft service information identified in 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 view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1744.

(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 August 6, 2015.

Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-17-04 Bombardier, Inc.: Amendment 39-18237. Docket No. FAA-2015-0492; Directorate Identifier 2014-NM-232-AD.

(a) Effective Date

This AD becomes effective September 24, 2015.

(b) Affected ADs

None.

(c) Applicability

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

(1) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial numbers (S/N) 10002 through 10337 inclusive.

(2) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, S/Ns 15001 through 15298 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of a disconnect between the elevator lever and control rod. We are issuing this AD to prevent a disconnect between the elevator lever and control rod, which could lead to un-commanded elevator movement of the associated control surface, a large difference between the position of the left and the right elevator control surfaces, and consequent reduced controllability of the airplane and degradation of the structural integrity of the horizontal stabilizer.

(f) Compliance

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

(g) Replacement of Elevator Lever Assemblies and Control Rods

Within 9,200 flight hours or 5 years, whichever occurs first, after the effective date of this AD: Replace the left and right fixed control rods and lever assemblies of the elevator control system with newly designed control rods and lever assemblies, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-062, Revision C, dated February 13, 2015.

(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 670BA-27-062, dated December 12, 2013; Bombardier Service Bulletin 670BA-27-062, Revision A, dated April 1, 2014; or Bombardier Service Bulletin 670BA-27-062, Revision B, dated October 10, 2014. This service information is not incorporated by reference in this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO, ANE-170, 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-2014-44, dated December 9, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0492-0002>.

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

(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 670BA-27-062, Revision C, dated February 13, 2015.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on August 10, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-17-06 Airbus: Amendment 39-18239. Docket No. FAA-2014-1051; Directorate Identifier 2014-NM-171-AD.

(a) Effective Date

This AD becomes effective September 24, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, all manufacturer serial numbers on which Airbus modification (mod) 160500 or mod 160023 has been embodied in production, and those that have been modified in service through the Airbus Service Bulletin A320-57-1173, A320-57-1186, or A320-57-1187, except those on which Airbus mod 156108 has been embodied in production.

- (1) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (2) Model A320-211, -212, -214, -231, -232, and -233 airplanes.
- (3) 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 that on airplanes equipped with sharklets, discrettes (used to activate the load alleviation function) are connected on various flight computers using the same ground point. In these cases, the ground point segregation is no longer effective, and a single failure could lead to loss of sharklet identification by flight computers causing a return to the wing tip fence (no sharklet configuration) performance. We are issuing this AD to prevent loss of sharklet identification by the flight computers and subsequent reduced control of the airplane.

(f) Compliance

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

(g) Modification

Within 24 months after the effective date of this AD, modify the sharklet ground connection, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-27-1240, dated June 18, 2014.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Sanjay Ralhan, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, 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. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

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

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0186, dated August 19, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1051-0002>.

(j) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-27-1240, dated June 18, 2014.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on August 10, 2015.

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



2015-17-09 Airbus: Amendment 39-18242. Docket No. FAA-2014-0282; Directorate Identifier 2012-NM-168-AD.

(a) Effective Date

This AD becomes effective September 24, 2015.

(b) Affected ADs

This AD replaces AD 98-18-02, Amendment 39-10718 (63 FR 45689, August 27, 1998).

(c) Applicability

This AD applies to Airbus Model A300 B4-601, B4-603, B4-620, B4-622, B4-605R, and B4-622R airplanes, Model A300 F4-605R and F4-622R airplanes, and Model A300 C4-605R Variant F airplanes, certificated in any category, except those on which Airbus Modification 8608 is incorporated in production.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking in the vertical web of the center spar sealing angles of the wing, and subsequent analyses that showed that the inspection threshold and interval specified in AD 98-18-02, Amendment 39-10718 (63 FR 45689, August 27, 1998), must be reduced to allow timely detection of cracks on the sealing angles of the center spar, adjacent to rib 8. We are issuing this AD to prevent crack formation in the sealing angles; such cracks could rupture the sealing angle and lead to subsequent crack formation in the bottom skin of the wing, and resultant reduced structural integrity of the center spar section of the wing.

(f) Compliance

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

(g) Inspection and Modification

For all airplanes, at the applicable time specified in paragraph (h) of this AD, accomplish the actions specified in paragraphs (g)(1) and (g)(2) of this AD concurrently. Repeat the inspection required by paragraph (g)(1) of this AD thereafter at intervals not to exceed the values as specified in the "Repeat Interval" column in Table 1 or Table 2 of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, as applicable to the airplane configuration and utilization; except as required by paragraph (k) of this AD.

(1) Do a high frequency eddy current (HFEC) inspection of the center spar sealing angles adjacent to the pylon rear attachment fitting for cracks, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011.

(2) Unless already done: Modify the airplane by cold expansion of the center spar sealing angles outboard of rib 8, adjacent to the pylon rear attachment fitting, including doing the eddy current inspections for cracks of the bolt holes, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6033, Revision 02, dated September 19, 2011.

(h) Initial Compliance Times for the Actions Required by Paragraph (g) of This AD

At the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD, except as required by paragraph (k) of this AD, do the actions required by paragraph (g) of this AD.

(1) At the applicable compliance time specified in Table 1 and Table 2 in the "Threshold Inspection," column in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011.

(2) At the applicable compliance time specified in Table 1 and Table 2 in the "Grace Period," column in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011.

(i) Corrective Actions

If, during any inspection required by paragraph (g), (g)(1), or (g)(2) of this AD, any crack is found: Before further flight, repair the crack by replacing both of the forward and aft sealing angles with new sealing angles and cold expansion of the attachment holes, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011. The corrective actions, as required by this paragraph, do not constitute as a terminating action for the repetitive inspections specified in paragraph (g)(1) of this AD.

(j) Post-Modification Actions

For airplanes on which the modification specified in Airbus Repair Drawing R571504040 has been done: Within 3 months after the effective date of this AD, or before further flight after doing the modification, whichever occurs later, contact the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA) for repetitive post-repair inspections and corrective actions, and do those actions.

(k) Exceptions to the Service Information

(1) Where Note 01 and Note 02 of paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, specify to contact Airbus for inspection requirements, this AD requires, at the applicable compliance time specified in Table 1 and Table 2 in the "Grace Period," column in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, inspecting using a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Airbus's EASA DOA.

(2) Where Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, specifies a compliance time in Table 1 and Table 2 in the "Grace Period," column in paragraph 1.E., "Compliance," this AD requires compliance within the specified compliance time after the effective date of this AD.

(3) Where Table 1 and Table 2 in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, specify a choice between flight cycles or flight

hours, this AD requires a compliance time within the specified flight cycles or flight hours, whichever occurs first.

(4) Where Table 1 and Table 2 in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, specify compliance times in the "Threshold Inspection" column for pre-modification 8609, those compliance times are flight cycles or flight hours since first flight of the airplane.

(5) Where Table 1 and Table 2 in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011, specify compliance times in the "Threshold Inspection" column for any post modification or repair, this AD requires compliance within the applicable compliance time specified in the "Threshold Inspection" column of Table 1 and Table 2 in paragraph 1.E., "Compliance," of Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011. Those compliance times are flight cycles or flight hours since accomplishing the modification or repair.

(l) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (l)(1) through (l)(3) of this AD, which is not incorporated by reference in this AD.

(1) Airbus Service Bulletin A300-57-6027, Revision 04, dated August 4, 1999.

(2) Airbus Service Bulletin A300-57-6027, Revision 05, dated November 21, 2002.

(3) Airbus Service Bulletin A300-57-6027, Revision 06, dated March 2, 2005.

(m) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2012-0194, dated September 25, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0282.

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

(o) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-57-6027, Revision 07, dated June 6, 2011.

(ii) Airbus Service Bulletin A300-57-6033, Revision 02, dated September 19, 2011.

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

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

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

Issued in Renton, Washington, on August 10, 2015.

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