FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2015-10

5/4/2015 - 5/17/2015

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
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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			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.
2015-06-06		BAE Systems	4101 airplanes
2015-06-07		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2015-07-01		Rolls-Royce plc	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		The Boeing Company	777-200, -200LR, -300ER, and 777F series
2015-08-02	R 2015-02-04	Dassault Aviation	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		The Boeing Company	757-200, -200PF, -200CB, and -300 series
2015-08-03		Bombardier, Inc.	DHC-8-400, -401, and -402
2015-08-05	R 2013-26-05	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
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		The Boeing Company	737-600 and -700 series
2015-09-02		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2015-09-03		Airbus	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
2015-09-07		The Boeing Company	787
Biweekly 2015-10			
2015-08-07		Zodiac Aerotechnics	See AD
2015-09-05		The Boeing Company	747-400 and 747-400F
2015-09-08		Airbus	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

2015-08-07 Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems): Amendment 39-18143. Docket No. FAA-2012-1107; Directorate Identifier 2011-NM-216-AD.

(a) Effective Date

This AD becomes effective June 16, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems) flightcrew oxygen mask regulators, all part number (P/N) MA10, MC10, MC20, MF10, MF20, MLC20, MLD20, MRA005, MRA022, and MRA023 series; certificated in any category; installed on, but not limited to, airplanes manufactured by Airbus, ATR, BAE Systems (Type Certificate previously held by British Aerospace), Boeing, Bombardier (Type Certificate previously held by Canadair, De Havilland Canada), Cessna, Dassault, EADS CASA, EMBRAER, Gulfstream, Hawker Beechcraft (Type Certificate previously held by Raytheon, Beech), Israel Aircraft Industries (IAI), McDonnell Douglas, Piaggio, Pilatus, Piper, and SOCATA.

(d) Subject

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

(e) Reason

This AD was prompted by a report of a malfunctioning mask having an inflatable harness with a high premature rupture rate due to defective silicon. We are issuing this AD to detect and correct defective harnesses, which could lead, in case of a sudden depressurization event, to a harness rupture, thereby providing inadequate protection against hypoxia and possibly resulting in unconsciousness of the affected flightcrew member and consequent reduced control of the airplane.

(f) Compliance

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

(g) Inspection

Except as provided by paragraph (i) of this AD: Within 24 months after the effective date of this AD, inspect the inflatable harness fitted to each flightcrew oxygen mask regulator to determine if the inflatable harness is installed with a part number and a batch number identified in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all

airplanes other than Bombardier airplanes); or Appendix I of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes).

Note 1 to paragraph (g) of this AD: Referring only to Appendix II of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011; or Appendix II of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011; to identify a specific oxygen mask regulator is insufficient to demonstrate that the inflatable harness fitted to that oxygen mask regulator is not listed in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011; or Appendix I of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011.

(h) Replacement

If during the inspection required by paragraph (g) of this AD, an inflatable harness has a part number and batch number identified in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes other than Bombardier airplanes); or Appendix I of Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes): Within 24 months after the effective date of this AD, replace the inflatable harness with a new or re-identified harness, in accordance with the Accomplishment Instructions of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes other than Bombardier airplanes); or Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes).

(i) Exception

Oxygen mask regulators having a date of manufacturing (DMF) code of November 2008 (112008 or 11-08) or earlier, and those with a DMF code of January 2011 (012011 or 01-11) or later; and those having a part number listed in paragraph 1.A.(4), "Not Concerned Equipment," of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011, are excluded from the inspection and replacement requirements of paragraphs (g) and (h) of this AD, provided it can be demonstrated that the inflatable harness has not been replaced on those masks with an inflatable harness having a part number and batch number identified in Appendix I of the applicable service information specified in paragraph (i)(1) or (i)(2) of this AD. A review of airplane delivery or maintenance records is acceptable to make the determination specified in this paragraph, if the part number and batch number of the harness assembly, and the DMF code of the mask assembly, can be conclusively determined from that review.

(1) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes other than Bombardier airplanes).

(2) Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011 (for Bombardier airplanes).

(j) Definition

For the purpose of this AD, Bombardier airplanes include airplanes previously manufactured by Canadair or by De Havilland Canada.

(k) Parts Installation Prohibition

As of the effective date of this AD, no person may install a flightcrew oxygen mask regulator having a part number and batch number on the inflatable harness that is found in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011 (for all airplanes); on any airplane. Operators may determine if the part number and batch number are not

listed in Appendix I of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011, by following the flow chart contained in paragraph 3., "Accomplishment Instructions," of Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011.

(l) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraphs (l)(1) through (l)(4) of this AD, as applicable, which are not incorporated by reference in this AD.

(1) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 6, dated August 16, 2011 (for all airplanes other than Bombardier airplanes).

(2) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 5, dated July 26, 2011 (for all airplanes other than Bombardier airplanes).

(3) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 4, dated June 10, 2011 (for all airplanes other than Bombardier airplanes).

(4) Zodiac Aerospace Service Bulletin MXH-35-241, Revision 2, dated May 19, 2011 (for Bombardier airplanes).

(m) Alternative Methods of Compliance (AMOCs)

The Manager, Boston Aircraft Certification Office (ACO) ANE-150, 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: 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. 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.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2011-0090R1, dated July 13, 2011, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2012-1107-0003.

(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) Zodiac Aerospace Service Bulletin MXH-35-240, Revision 7, dated September 1, 2011.

(ii) Zodiac Aerospace Service Bulletin MXH-35-241, Revision 3, dated June 23, 2011.

(3) For Zodiac Aerospace service information identified in this AD, contact Zodiac Services, Technical Publication Department, Zodiac Aerotechnics, Oxygen Systems Europe, 61 Rue Pierre

Curie-CS20001, 78373 Plaisir Cedex, France; phone: (33) 01 61 34 23 23; fax: (33) 01 30 55 71 61; email: yann.laine@zodiacaerospace.com; Internet: www.services.zodiacaerospace.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 April 10, 2015.

Jeffrey E. Duven,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2015-09-05 The Boeing Company: Amendment 39-18151; Docket No. FAA-2014-0429; Directorate Identifier 2014-NM-039-AD.

(a) Effective Date

This AD is effective June 16, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 747-400 and 747-400F airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 747-25A3640, dated January 8, 2014.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracking in the main equipment center (MEC) drip shield and exhaust plenum. We are issuing this AD to prevent water penetration into the MEC, which could result in an electrical short and potential loss of several functions essential for safe flight.

(f) Compliance

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

(g) Installation

Within 24 months after the effective date of this AD, install a fiberglass reinforcing overcoat on the MEC drip shield, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 747-25A3640, dated January 8, 2014.

(h) 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 (i) 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) If any service information contains steps that are identified as RC (Required for Compliance), those steps must be done to comply with this AD; any steps that are not labeled as RC are recommended. Those steps that are 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 steps labeled as RC can be done and the airplane can be put back in a serviceable condition. Any substitutions or changes to steps labeled as RC require approval of an AMOC.

(i) Related Information

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; telephone: 425-917-6596; fax: 425-917-6590; email: Francis.Smith@faa.gov.

(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) Boeing Alert Service Bulletin 747-25A3640, dated January 8, 2014.

(ii) Reserved.

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

(4) 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.

(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 April 17, 2015.
Victor Wicklund,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-09-08 Airbus: Amendment 39-18154. Docket No. FAA-2012-0636; Directorate Identifier 2012-NM-037-AD.

(a) Effective Date

This AD becomes effective June 16, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A300 B4-601, B4-603, and B4-605R airplanes; Model A300 F4-605R airplanes; Model A300 C4-605R Variant F airplanes; and Model A310-204 and -304 airplanes; certificated in any category; all serial numbers, powered by General Electric (GE) Model CF6-80C2 series engines.

(d) Subject

Air Transport Association (ATA) of America Code 74, Ignition.

(e) Reason

This AD was prompted by reports of two single-engine flameout events during inclement weather. We are issuing this AD to prevent a long engine restart sequence after a non-selection of continuous relight by the crew and a flameout event of both engines, which could result in reduced controllability of the airplane, especially at low altitude.

(f) Compliance

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

(g) Modification

Within 6,000 flight hours or 30 months after the effective date of this AD, whichever occurs later: Modify the airplane by installing a shunt of the rotary selector (introducing an auto-relight function), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014 (for Model A300 B4-601, B4-603, and B4-605R airplanes; Model A300 F4-605R airplanes; and Model A300 C4-605R Variant F airplanes); or Airbus Service Bulletin A310-74-2003, Revision 06, dated January 27, 2014 (for Model A310-204 and -304 airplanes).

(h) Actions for Previously Modified Airplanes

For airplanes which have already been modified in accordance with the requirements of paragraph (g) of this AD before the effective date of this AD: Within 2,200 flight hours or 30 months after the effective date of this AD, whichever occurs later, accomplish the work tasks, in accordance with the Accomplishment Instructions of the service information specified in Table 1 to this paragraph of this AD.

Table 1 to Paragraph (h) of This AD–Work Tasks

For Model—	Previously modified using—	Accomplish the identified work tasks in accordance with the instructions of—
A300 B4-601, B4-603, and B4-605R airplanes, Model A300 F4-605R airplanes, and Model A300 C4-605R Variant F airplanes	Airbus Service Bulletin A300-74-6003, dated July 2, 2010	Work Tasks 831-802001 and 831-803001 using Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014.
A300 B4-601, B4-603, and B4-605R airplanes, Model A300 F4-605R airplanes, and Model A300 C4-605R Variant F airplanes	Airbus Service Bulletin A300-74-6003, Revision 01, dated April 1, 2011	Work Tasks 831-802001 and 831-803001 using Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014.
A300 B4-601, B4-603, and B4-605R airplanes, Model A300 F4-605R airplanes, and Model A300 C4-605R Variant F airplanes	Airbus Service Bulletin A300-74-6003, Revision 02, dated February 9, 2012	Work Tasks 831-802001 and 831-803001 using Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014.
A300 B4-601, B4-603, and B4-605R airplanes, Model A300 F4-605R airplanes, and Model A300 C4-605R Variant F airplanes	Airbus Service Bulletin A300-74-6003, Revision 03, dated May 10, 2012	Work Task 831-803001 using Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014.
A310-204 and -304 airplanes	Airbus Service Bulletin A310-74-2003, dated July 2, 2010	Work Tasks 831-802001 and 831-803001 using Airbus Service Bulletin A310-74-2003, Revision 06, dated January 27, 2014.
A310-204 and -304 airplanes	Airbus Service Bulletin A310-74-2003, Revision 01, dated April 1, 2011	Work Tasks 831-802001 and 831-803001 using Airbus Service Bulletin A310-74-2003, Revision 06, dated January 27, 2014.
A310-204 and -304 airplanes	Airbus Service Bulletin A310-74-2003, Revision 02, dated February 9, 2012	Work Tasks 831-802001 and 831-803001 using Airbus Service Bulletin A310-74-2003, Revision 06, dated January 27, 2014.
A310-204 and -304 airplanes	Airbus Service Bulletin A310-74-2003, Revision 03, dated May 10, 2012	Work Task 831-803001 using Airbus Service Bulletin A310-74 2003, Revision 06, dated January 27, 2014.

(i) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (i)(1)(i) and (i)(2)(ii) of this AD, and provided that the additional work in Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014; or Airbus Service Bulletin A310-74-2003, Revision 06, dated January 27, 2014; is done, as required by paragraph (g) of this AD.

(i) For Model A300 B4-601, B4-603, and B4-605R airplanes, Model A300 F4-605R airplanes, and Model A300 C4-605R Variant F airplanes: Airbus Mandatory Service Bulletin A300-74-6003, Revision 04, dated January 9, 2013, which is not incorporated by reference in this AD.

(ii) For Model A310-204 and -304 airplanes: Airbus Mandatory Service Bulletin A310-74-2003, Revision 04, dated January 9, 2013, which is not incorporated by reference in this AD.

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

(i) For Model A300 B4-601, B4-603, and B4-605R airplanes, Model A300 F4-605R airplanes, and Model A300 C4-605R Variant F airplanes: Airbus Service Bulletin A300-74-6003, Revision 05, dated May 23, 2013, which is not incorporated by reference in this AD.

(ii) For Model A310-204 and -304 airplanes: Airbus Service Bulletin A310-74-2003, Revision 05, dated May 23, 2013, which is not incorporated by reference in this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0156, dated July 3, 2014, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2012-0636-0002.

(2) Service information identified in this AD that is not incorporated by reference may be viewed 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) Airbus Service Bulletin A300-74-6003, Revision 06, dated January 27, 2014.

(ii) Airbus Service Bulletin A310-74-2003, Revision 06, dated January 27, 2014.

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

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

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

Issued in Renton, Washington, on April 10, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-09-09 The Boeing Company: Amendment 39-18155; Docket No. FAA-2015-1278; Directorate Identifier 2014-NM-223-AD.

(a) Effective Date

This AD is effective May 27, 2015.

(b) Affected ADs

This AD replaces AD 2004-07-11, Amendment 39-13555 (69 FR 17911, April 6, 2004).

(c) Applicability

This AD applies to The Boeing Company Model 767-200, -300, and -400ER series airplanes, certificated in any category, as identified in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014.

(d) Subject

Air Transport Association (ATA) of America Code 27, Flight controls; 57, Wings.

(e) Unsafe Condition

This AD was prompted by our determination that additional airplane models require repetitive high frequency eddy current (HFEC) inspections of the aft lower lugs of the deflection control track of the outboard flap for cracks, and replacement of any cracked deflection control track with a new track assembly. We are issuing this AD to detect and correct fatigue cracking in the aft lower lug run-out region of the deflection control track, which could result in the loss of the secondary load path for the outboard flap, resulting in the loss of the outboard flap and consequent reduced controllability of the airplane in the event that the primary load path also fails.

(f) Compliance

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

(g) Retained Initial Inspection for Model 767-400ER Series Airplanes

This paragraph restates the requirements of paragraph (a) of AD 2004-07-11, Amendment 39-13555 (69 FR 17911, April 6, 2004), with revised service information. For airplanes identified in Group 1 in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014: Before the accumulation of 12,000 total flight cycles, or within 1,200 flight cycles after May 11, 2004 (the effective date of AD 2004-07-11), whichever occurs later, perform an HFEC inspection for cracks in the aft lower lug of the deflection control track on the outboard flap, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0183, dated May 9, 2002; or Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014. As of the effective

date of this AD, only Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014, may be used.

(h) Retained Repetitive Inspections With New Service Information

This paragraph restates the requirements of paragraph (b) of AD 2004-07-11, Amendment 39-13555 (69 FR 17911, April 6, 2004), with new service information. For airplanes identified in Group 1 in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014: If no crack is detected during any HFEC inspection required in paragraph (g) of this AD, repeat the inspection at intervals not to exceed 1,200 flight cycles.

(i) Retained Corrective Action and Added Terminating Action

This paragraph restates the requirements of paragraph (c) of AD 2004-07-11, Amendment 39-13555 (69 FR 17911, April 6, 2004), with revised service information, added terminating action, and added paragraph reference. For airplanes identified in Group 1 in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014: If any crack is detected during any HFEC inspection required by paragraph (g) or (h) of this AD, before further flight, replace the deflection control track with a new track assembly, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-27A0183, dated May 9, 2002; or Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014. Within 12,000 flight cycles following the replacement of deflection control track with a deflection control track, part number (P/N) 113T7333-3 or 113T8333-7, perform the HFEC inspection specified in paragraph (g) of this AD, and repeat inspections as specified in paragraph (h) of this AD until the deflection control track is replaced with a deflection control track, P/N 113T8333-9, as specified in paragraph (m) of this AD. As of the effective date of this AD, only Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014, may be used.

(j) New Initial Inspection for Model 767-200 and -300 Series Airplanes

For airplanes identified in Group 2 in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014: Before the accumulation of 12,000 total flight cycles, or within 1,200 flight cycles after the effective date of this AD, whichever occurs later, do an HFEC inspection for cracks in the aft lower lug of the deflection control track on the outboard flap, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014.

(k) New Repetitive Inspections

For airplanes identified in Group 2 in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014: If no crack is detected during any HFEC inspection required in paragraph (j) of this AD, repeat the inspection thereafter at intervals not to exceed 1,200 flight cycles.

(l) New Corrective Action and Terminating Action

For airplanes identified in Group 2 in Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014: If any crack is detected during any HFEC inspection required by paragraph (j) or (k) of this AD, before further flight, replace the deflection control track with a new track assembly, part number 113T8333-9, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014. This replacement terminates the inspection requirements of paragraphs (j) and (k) of this AD.

(m) Optional Terminating Action

Replacement of the deflection control track with a new track assembly, P/N 113T8333-9, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014, terminates the inspection requirements of paragraphs (g), (h), (j), and (k) of this AD.

(n) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (g), (h), (i), and (m) of this AD, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 767-27A0183, Revision 1, dated April 4, 2014, which is not incorporated by reference in this AD.

(o) 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 (p)(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.

(p) Related Information

(1) For more information about this AD, contact Berhane Alazar, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6577; fax: 425-917-6590; email: berhane.alazar@faa.gov.

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

(q) 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 May 27, 2015.

(i) Boeing Service Bulletin 767-27A0183, Revision 2, dated September 25, 2014.

(ii) Reserved.

(4) The following service information was approved for IBR on May 11, 2004, (69 FR 17911, April 6, 2004).

(i) Boeing Alert Service Bulletin 767-27A0183, dated May 9, 2002.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on April 29, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.