FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2015-09

4/20/2015 - 5/3/2015

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 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

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
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,

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
			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

2015-06-10 ATR-GIE Avions de Transport Régional: Amendment 39-18128. Docket No. FAA-2015-0497; Directorate Identifier 2012-NM-192-AD.

(a) Effective Date

This AD becomes effective May 5, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR-GIE Avions de Transport Régional Model ATR72-212A airplanes, certificated in any category, manufacturer serial numbers 468 through 719 inclusive, 723, 776, 777, 779, 821, and 837.

(d) Subject

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

(e) Reason

This AD was prompted by reports of several cases of engine shock mount pick-up fittings with cracks or failure on the engine left-hand (LH) aft side attachment. We are issuing this AD to detect and correct an aft side attachment pick up fitting failure associated with a cone bolt failure that could reduce the structural integrity of the concerned engine nacelle, and possibly result in detachment of the engine and consequent reduced control of the airplane.

(f) Compliance

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

(g) Engine Shock Mount Pick-up Fittings Inspection

Within 6 months after the effective date of this AD, accomplish the actions specified by paragraphs (g)(1), (g)(2), and (g)(3) of this AD concurrently.

(1) Identify the serial number (S/N) of the part number (P/N) S54210394200 (Barry Control P/N 94423-05) LH and right-hand (RH) shock mount pick-up fittings installed on both engine nacelles. Figure 1 to paragraph (g)(1) of this AD identifies the fitting part number and serial number locations.

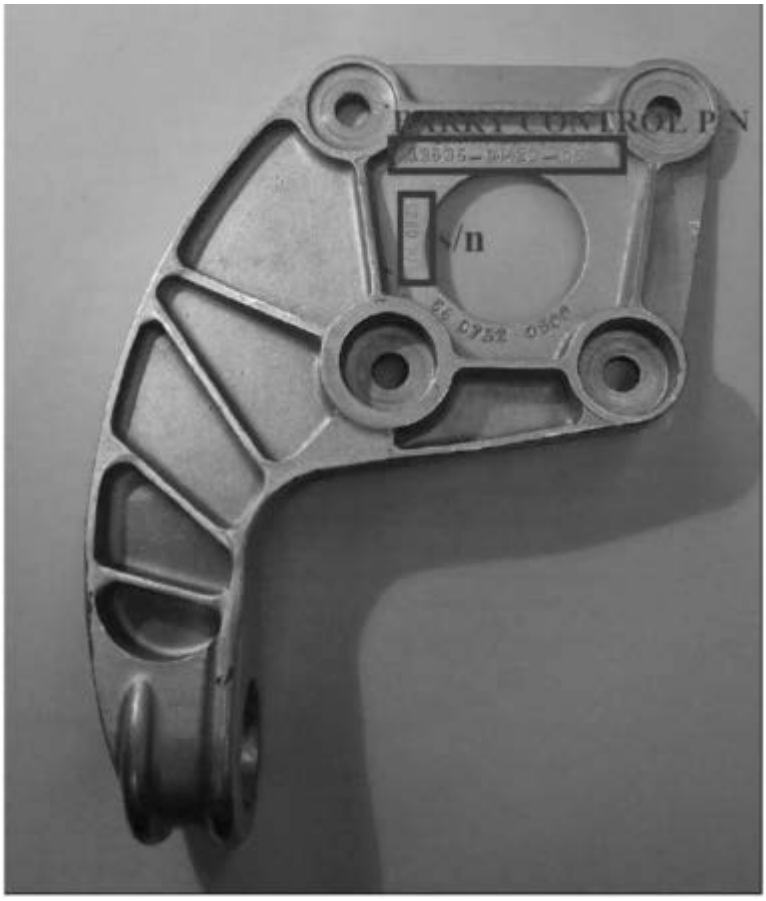
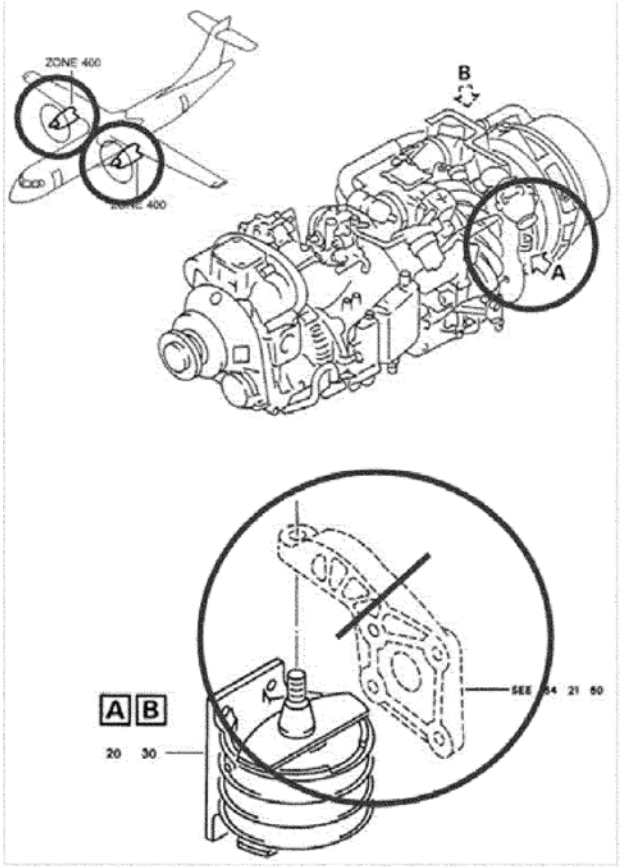


Figure 1 to paragraph (g)(1) of this AD - Location of Fitting Part Number and Serial Number

(2) Do a detailed inspection of both LH and RH aft side isolator pick-up fittings on both engines to detect cracks, in accordance with paragraph 004.1 of ATR ATR72 Aircraft Maintenance Manual (AMM) Job Instruction Card (JIC) 54-11-61 DVI 10000, dated March 1, 2012. Refer to figure 2 to paragraph (g)(2) of this AD for potential crack location.



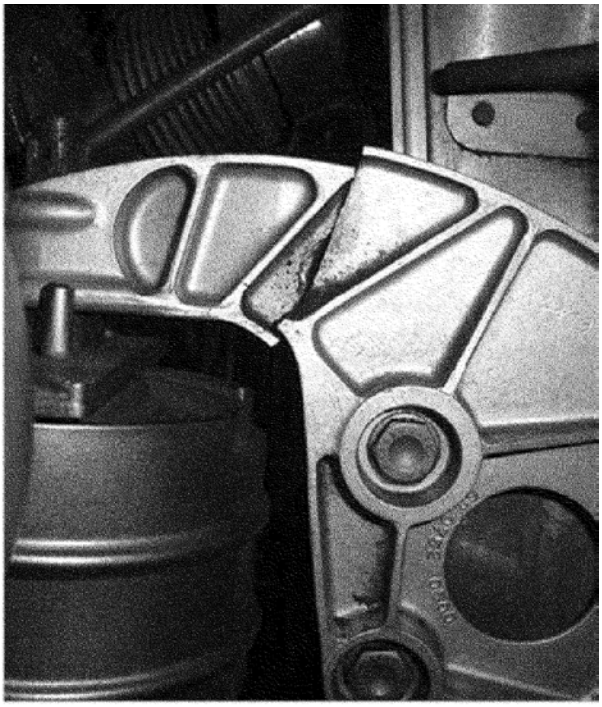


Figure 2 to Paragraph (g)(2) of this AD - Shock Mount Pick-up Fitting

(3) Do a detailed inspection of both LH and RH aft shock mount cone bolts on both engines to detect cracks, in accordance with paragraph 006.3.A. of ATR ATR72 AMM JIC 71-20-00 DVI 10000. Refer to figure 3 to paragraph (g)(3) of this AD for potential crack location.

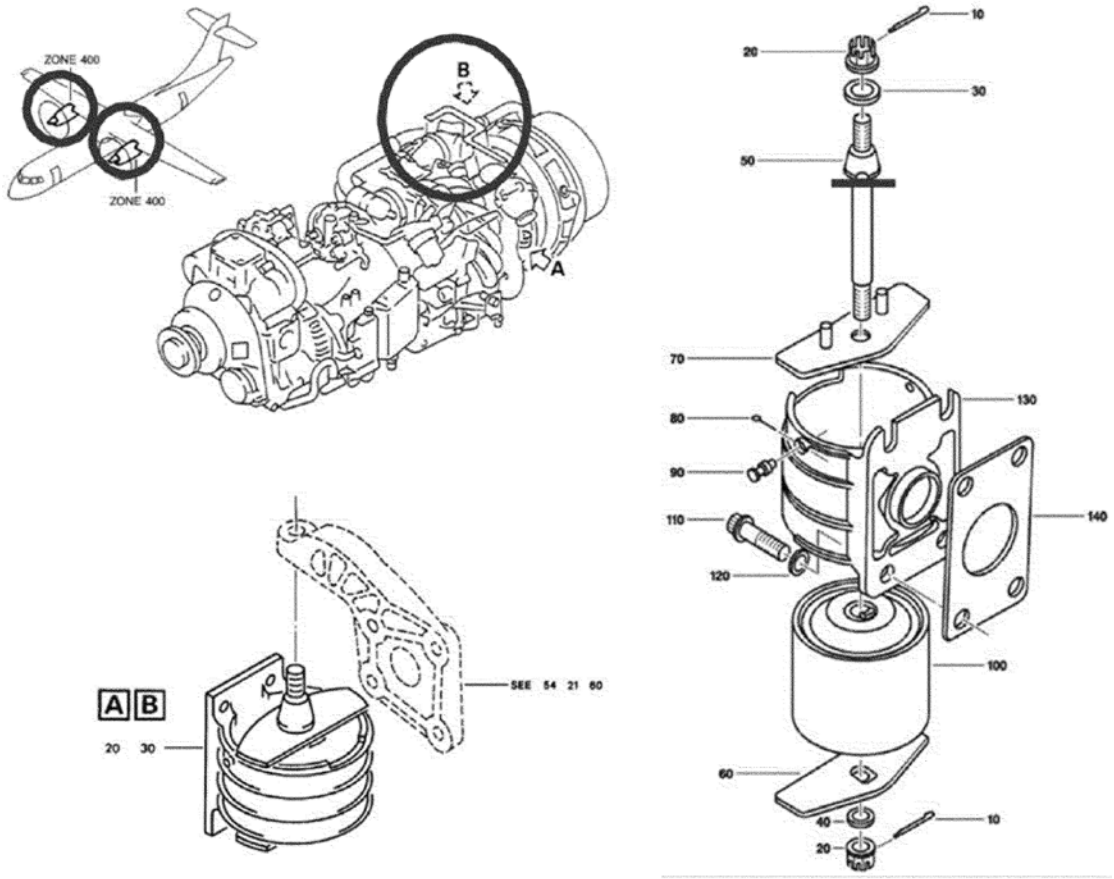


Figure 3 to paragraph (g)(3) of this AD - Shock Mount Cone Bolt

(h) Corrective Actions

(1) If any crack is found during any inspection required by paragraphs (g)(2) and (g)(3) of this AD: Before further flight, repair in accordance with a method approved by the Manager, International

Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or ATR's EASA Design Organization Approval (DOA).

(2) If the serial number of the LH shock mount pick-up fitting, identified during any inspection required by paragraph (g)(1) of this AD, is lower than 2451 or is unreadable, and no crack has been found during any inspection required by paragraphs (g)(2) and (g)(3) of this AD: Within 6 months after the inspection required by paragraph (g)(2) of this AD, replace the LH shock mount pick-up fitting P/N S54210394200 with a serviceable LH shock mount pick-up fitting having a serial number equal to or higher than 2451, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or ATR–GIE Avions de Transport Régional's EASA DOA.

(i) Parts Installation Limitation

As of the effective date of this AD, do not install on any airplane a LH shock mount pick-up fitting P/N S54210394200, unless it is serviceable and has been determined to have an S/N equal to or higher than 2451, in accordance with the requirements of paragraph (g)(1) of this AD.

(j) Reporting Requirement

Submit a report of the findings (both positive and negative) of the inspections required by paragraphs (g)(1), (g)(2), and (g)(3) of this AD to ATR at techdesk@atr.fr and continued.airworthiness@atr.fr at the applicable time specified in paragraph (j)(1) or (j)(2) of this AD. The report must include the airplane serial number, registration, inspection date, inspection results, and engine pick-up serial numbers.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, 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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; 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 EASA; or ATR-GIE Avions de Transport Régional's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Reporting Requirements: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number

for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0192, dated September 21, 2012 (corrected September 24, 2012), for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-0497.

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

(m) Material Incorporated by Reference

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

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

(i) ATR ATR72 Airplane Maintenance Manual (AMM) Job Instruction Card 54-11-61 DVI 10000, Detailed Visual Inspection of Forward Engine Mount, dated March 1, 2012.

(ii) ATR ATR72 AMM Job Instruction Card 71-20-00 DVI 10000, Detailled (sic) Visual Inspec[tion] of Engine Shockmounts, dated March 1, 2012.

(3) For service information identified in this AD, contact ATR–GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr.fr; Internet http://www.aerochain.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 March 19, 2015.

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

2015-07-02 Bombardier, Inc.: Amendment 39-18130. Docket No. FAA-2014-0491; Directorate Identifier 2014-NM-023-AD.

(a) Effective Date

This AD becomes effective June 4, 2015.

(b) Affected ADs

None.

(c) Applicability

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

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

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

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

(4) Bombardier, Inc. Model CL-600-2B16 (CL-604 Variants) airplanes, serial numbers 5301 through 5665 inclusive, and 5701 through 5953 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that the forward lugs of the flap hinge box might not conform to engineering drawings, which could result in premature fatigue cracking. We are issuing this AD to detect and correct non-conforming flap hinge box forward lugs, which could result in failure of the lugs and detachment of the flap hinge box and consequent detachment of the flap surface.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 60 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, by incorporating the applicable airworthiness limitation (AWL) tasks as specified in table 1 to this paragraph. The initial compliance time for doing the task is at the applicable times

specified in table 1 to this paragraph. For the incorporation of tasks specified in the temporary revisions (TRs) specified in table 1 to this paragraph of this AD that are a part of the maintenance or inspection program revision required by this paragraph, such incorporation may be done by inserting a copy of the applicable TRs specified in table 1 to this paragraph into the applicable "time limits/maintenance checks" (TLMC) manuals specified in table 1 to this paragraph. When the applicable TRs specified in table 1 to this paragraph have been included in general revisions of the applicable TLMC manual specified in table 1 to this paragraph, the general revisions may be inserted in the applicable TLMC manual specified in table 1 to this paragraph.

Table 1 to Paragraph (g) of This AD–Tasks

Affected airplanes	Task No.	Canadair service information	Initial compliance time
Model CL-600-1A11 (CL-600 Variant) airplanes with inboard flaps having greater than 7,400 total flight cycles but equal to or less than 14,850 total flight cycles as of the effective date of this AD	57-40-00-186	Canadair Challenger TR 5-158, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 605	Within 500 flight cycles after the effective date of this AD, but not later than 15,100 total flight cycles.
Model CL-600-1A11 (CL-600 Variant) airplanes with inboard flaps having greater than 14,850 total flight cycles as of the effective date of this AD	57-40-00-186	Canadair Challenger TR 5-158, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 605	Within 250 flight cycles after the effective date of this AD.
Model CL-600-1A11 (CL-600 Variant) airplanes with inboard flaps having equal to or less than 7,400 total flight cycles	57-40-00-186	Canadair Challenger TR 5-158, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 605	Before the accumulation of 7,900 total flight cycles.
Model CL-600-1A11 (CL-600 Variant) airplanes with outboard flaps having greater than 7,500 total flight cycles, but equal to or less than 11,350 total flight cycles as of the effective date of this AD	57-40-00-160	Canadair Challenger TR 5-157, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 605	Within 500 flight cycles after the effective date of this AD, but no later than 11,600 total flight cycles.
Model CL-600-1A11 (CL-600 Variant) airplanes with outboard flaps having greater than 11,350 total flight cycles as of the effective date of this AD	57-40-00-160	Canadair Challenger TR 5-157, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 605	Within 250 flight cycles after the effective date of this AD.

Model CL-600-1A11 (CL-600 Variant) airplanes with outboard flaps having equal to or less than 7,500 total flight cycles	57-40-00-160	Canadair Challenger TR 5-157, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 605	Before the accumulation of 8,000 total flight cycles.
Model CL-600-2A12 (CL-601 Variant) airplanes with inboard flaps having greater than 7,400 total flight cycles, but equal to or less than 14,850 total flight cycles, as of the effective date of this AD	57-40-01-101	Canadair Challenger TR 5-262, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601-5	Within 500 flight cycles after the effective date of this AD, but no later than 15,100 total flight cycles.
Model CL-600-2A12 (CL-601 Variant) airplanes with inboard flaps with greater than 14,850 total flight cycles as of the effective date of this AD	57-40-01-101	Canadair Challenger TR 5-262, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601-5	Within 250 flight cycles after the effective date of this AD.
Model CL-600-2A12 (CL-601 Variant) airplanes with inboard flaps with equal to or less than 7,400 total flight cycles as of the effective date of this AD	57-40-01-101	Canadair Challenger TR 5-262, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601-5	Before the accumulation of 7,900 total flight cycles.
Model CL-600-2A12 (CL-601 Variant) airplanes with outboard flaps with greater than 7,500 total flight cycles but equal to or less than 11,350 total flight cycles as of the effective date of this AD	57-40-00-175	Canadair Challenger TR 5-262, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601-5	Within 500 flight cycles after the effective date of this AD, but not later than 11,600 total flight cycles.
Model CL-600-2A12 (CL-601 Variant) airplanes with outboard flaps having greater than 11,350 total flight cycles as of the effective date of this AD	57-40-00-175	Canadair Challenger TR 5-262, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601-5	Within 250 flight cycles after the effective date of this AD.
Model CL-600-2A12 (CL-601 Variant) airplanes with outboard flaps having equal to or less than 7,500 total flight cycles as of the effective date of this AD	57-40-00-175	Canadair Challenger TR 5-262, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601-5	Before the accumulation of 8,000 total flight cycles.

Model CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/Ns 5001 through 5194 inclusive with inboard flaps having greater than 7,400 total flight cycles but equal to or less than 14,850 total flight cycles as of the effective date of this AD	57-40-01-101	Canadair Challenger TR 5-276, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601A-5	Within 500 flight cycles after the effective date of this AD, but not later than 15,100 total flight cycles.
Model CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/Ns 5001 through 5194 inclusive, with inboard flaps having greater than 14,850 total flight cycles as of the effective date of this AD	57-40-01-101	Canadair Challenger TR 5-276, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601A-5	Within 250 flight cycles.
Model CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/Ns 5001 through 5194 inclusive, with inboard flaps having equal to or less than 7,400 total flight cycles as of the effective date of this AD	57-40-01-101	Canadair Challenger TR 5-276, Inboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601A-5	Before the accumulation of 7,900 total flight cycles.
Model CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/Ns 5001 through 5194 inclusive, with outboard flaps having greater than 7,500 total flight cycles but equal to or less than 11,350 total flight cycles as of the effective date of this AD	57-40-00-174	Canadair Challenger TR 5-275, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601A-5	Within 500 flight cycles after the effective date of this AD, but no later than 11,600 total flight cycles.
Model CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/Ns 5001 through 5194 inclusive, with outboard flaps having greater than 11,350 total flight cycles as of the effective date of this AD	57-40-00-174	Canadair Challenger TR 5-275, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601A-5	Within 250 flight cycles after the effective date of this AD.
Model CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/Ns 5001 through 5194 inclusive, with outboard flaps having equal to or less than 7,500 total flight cycles as of the effective date of this AD	57-40-00-174	Canadair Challenger TR 5-275, Outboard Flap—Hinge Box Forward Lugs, dated July 8, 2013, of the Canadair Challenger TLMC Manual, PSP 601A-5	Before the accumulation of 8,000 total flight cycles.

Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5301 through 5665 inclusive, with inboard flaps	57-50-00-121	Section 5-10-30, Special Detailed Inspection of the Forward Lugs of the Inboard Flap Hinge Box, of Part 2, Airworthiness Limitations, of Bombardier CL-604 TLMC Manual, Revision 20, dated July 8, 2013	Before the accumulation of 7,800 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later.
Model CL-600-2B16 (CL-604 Variant) airplanes, S/Ns 5301 through 5665 inclusive	57-52-01-102	Section 5-10-30, Special Detailed Inspection of the Hinge—Box Forward Lugs of the Outboard Flap, of Part 2, Airworthiness Limitations, of Bombardier CL-604 TLMC Manual, Revision 20, dated July 8, 2013	Before the accumulation of 7,800 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later.
Model CL-600-2B16 (CL-604 Variant) airplanes, S/Ns 5701 through 5953 inclusive	57-50-00-121	Section 5-10-30, Special Detailed Inspection of the Forward Lugs of the Inboard Flap Hinge Box, of Part 2, Airworthiness Limitations, of Bombardier CL-605 TLMC Manual, Revision 8, dated July 8, 2013	Before the accumulation of 7,800 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later.
Model CL-600-2B16 (CL-604 Variant) airplanes, S/Ns 5701 through 5953 inclusive	57-52-01-102	Section 5-10-30, Special Detailed Inspection of the Hinge—Box Forward Lugs of the Outboard Flap, of Part 2, Airworthiness Limitations, of Bombardier CL-605 TLMC Manual, Revision 8, dated July 8, 2013	Before the accumulation of 7,800 total flight cycles, or within 500 flight cycles after the effective date of this AD, whichever occurs later.

(h) Lug Edge Measurement and Inspection

At the applicable times specified in table 2 to this paragraph and paragraph (i)(1) of this AD, measure the forward lug edge distance of all flap hinge boxes, and do a general visual inspection for cracking and damage (i.e., deformation or bearing failure) of the forward lug edge of all flap hinge boxes, in accordance with the applicable service bulletin specified in table 2 to this paragraph and paragraph (i)(1) of this AD.

Table 2 to Paragraphs (h) and (i)(1) of This AD–Compliance Times for Lug Edge Measurement and Inspection

Airplane models	Affected flaps	Compliance time	Service information
Model CL-600-1A11 (CL-600) airplanes having S/N 1004 through 1085 inclusive	Inboard flaps having less than or equal to 7,400 total flight cycles as of the effective date of this AD	Before the accumulation of 7,900 total flight cycles, or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 600-0762, dated September 26, 2013.
Model CL-600-1A11 (CL-600) airplanes having S/N 1004 through 1085 inclusive	Inboard flaps having greater than 7,400 total flight cycles, but equal to or less than 14,850 total flight cycles as of the effective date of this AD	Before the accumulation of 15,100 total flight cycles, or within 500 flight cycles or 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 600-0762, dated September 26, 2013.
Model CL-600-1A11 (CL-600) airplanes having S/N 1004 through 1085 inclusive	Inboard flaps having greater than 14,850 total flight cycles as of the effective date of this AD	Within 250 flight cycles or 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 600-0762, dated September 26, 2013.
Model CL-600-1A11 (CL-600) airplanes having S/N 1004 through 1085 inclusive	Outboard flaps having equal to or less than 7,500 total flight cycles as of the effective date of this AD	Before the accumulation of 8,000 total flight cycles, or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 600-0762, dated September 26, 2013.
Model CL-600-1A11 (CL-600) airplanes having S/N 1004 through 1085 inclusive	Outboard flaps having greater than 7,500 total flight cycles but less than or equal to 11,350 total flight cycles as of the effective date of this AD	Within 500 flight cycles or 48 months after the effective date of this AD, whichever occurs first; but not exceeding 11,600 total flight cycles	Bombardier Service Bulletin 600-0762, dated September 26, 2013.
Model CL-600-1A11 (CL-600) airplanes having S/N 1004 through 1085 inclusive	Outboard flaps having greater than 11,350 total flight cycles as of the effective date of this AD	Within 250 flight cycles or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 600-0762, dated September 26, 2013.
Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A and -3R Variants) airplanes having S/N 3001 through 3066 inclusive, and 5001 through 5194 inclusive	Inboard flaps having less than or equal to 7,400 total flight cycles as of the effective date of this AD	Before the accumulation of 7,900 total flight cycles, or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 601-0631, dated September 26, 2013.

Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/N 3001 through 3066 inclusive, and 5001 through 5194 inclusive	Inboard flaps having greater than 7,400 total flight cycles, but equal to or less than 14,850 total flight cycles, as of the effective date of this AD	Within 500 flight cycles or within 48 months after the effective date of this AD, whichever occurs first; but not exceeding 15,100 total flight cycles	Bombardier Service Bulletin 601-0631, dated September 26, 2013.
Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/N 3001 through 3066 inclusive, and 5001 through 5194 inclusive	Inboard flaps having greater than 14,850 total flight cycles as of the effective date of this AD	Within 250 flight cycles or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 601-0631, dated September 26, 2013.
Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/N 3001 through 3066 inclusive, and 5001 through 5194 inclusive	Outboard flaps having less than or equal to 7,500 total flight cycles as of the effective date of this AD	Before the accumulation of 8,000 total flight cycles, or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 601-0631, dated September 26, 2013.
Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/N 3001 through 3066 inclusive, and 5001 through 5194 inclusive	Outboard flaps having greater than 7,500 total flight cycles, but equal to or less than 11,350 total flight cycles, as of the effective date of this AD	Within 500 flight cycles or within 48 months after the effective date of this AD; but not exceeding 11,600 total flight cycles	Bombardier Service Bulletin 601-0631, dated September 26, 2013.
Model CL-600-2A12 (CL-601 Variant) and CL-600-2B16 (CL-601-3A and -3R Variant) airplanes having S/N 3001 through 3066 inclusive, and 5001 through 5194 inclusive	Outboard flaps having greater than 11,350 total flight cycles as of the effective date of this AD	Within 250 flight cycles or 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 601-0631, dated September 26, 2013.
Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5301 through 5665 inclusive	Outboard and inboard flaps	Before the accumulation of 7,800 total flight cycles or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 604-57-007, Revision 01, dated November 12, 2014.
Model CL-600-2B16 (CL-604 Variant) airplanes having S/Ns 5701 through 5953 inclusive	Outboard and inboard flaps	Before the accumulation of 7,800 total flight cycles or within 48 months after the effective date of this AD, whichever occurs first	Bombardier Service Bulletin 605-57-005, Revision 01, dated November 12, 2014.

(i) Corrective Actions

(1) If, during the measurement required by paragraph (h) of this AD, the lug edge distance is equal to or greater than the limit specified in the applicable service bulletin specified in table 2 to paragraph (h) of this AD and this paragraph, no further action is required by this paragraph.

(2) If, during the measurement required by paragraph (h) of this AD, the lug edge distance is below the limit specified in the applicable service bulletin specified in table 2 to paragraphs (h) and (i)(1) of this AD, before further flight, repair 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.

(3) If, during the inspection required by paragraph (h) of this AD, any cracking or damage is found, before further flight, repair using a method approved by the Manager, New York ACO, ANE-170, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(j) 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 in accordance with the procedures specified in paragraph (l) of this AD.

(k) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 604-57-007, dated September 26, 2013 (for Model CL-600-2B16 airplanes); or Bombardier Service Bulletin 605-57-005, dated September 26, 2013 (for Model CL-600-2B16 airplanes); which are not incorporated by reference in this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-01, dated January 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-2014-0491-0004.

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

(n) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 600-0762, dated September 26, 2013.

(ii) Bombardier Service Bulletin 601-0631, dated September 26, 2013.

(iii) Bombardier Service Bulletin 604-57-007, Revision 01, dated November 12, 2014.

(iv) Bombardier Service Bulletin 605-57-005, Revision 01, dated November 12, 2014.

(v) Canadair Challenger Temporary Revision 5-157, Outboard Flap–Hinge Box Forward Lugs, dated July 8, 2013, to Canadair Challenger Time Limits/Maintenance Checks Manual, PSP 605.

(vi) Canadair Challenger Temporary Revision 5-158, Inboard Flap–Hinge Box Forward Lugs, dated July 8, 2013, to Canadair Challenger Time Limits/Maintenance Checks Manual, PSP 605.

(vii) Canadair Challenger Temporary Revision 5-262, Outboard and Inboard Flap–Hinge Box Forward Lugs, dated July 8, 2013, to Canadian Challenger Time Limits/Maintenance Checks Manual PSP 601.

(viii) Canadair Challenger Temporary Revision 5-275, Outboard Flap–Hinge Box Forward Lugs, dated July 8, 2013, to Canadian Challenger Time Limits/Maintenance Checks Manual PSP 601A-5.

(ix) Canadair Challenger Temporary Revision 5-276, Inboard Flap–Hinge Box Forward Lugs, dated July 8, 2013, to Canadian Challenger Time Limits/Maintenance Checks Manual PSP 601A-5.

(x) Task 57-50-00-121 Special Detailed Inspection of the Forward Lugs of the Inboard Flap Hinge Box of Section 5-10-30 of Part 2, "Airworthiness Limitations," of Bombardier CL-605 Time Limits/Maintenance Checks Manual, Revision 8, dated July 8, 2013.

(xi) Task 57-50-00-121 Special Detailed Inspection of the Forward Lugs of the Inboard Flap Hinge Box of Section 5-10-30 of Part 2, "Airworthiness Limitations," of Bombardier CL-604 Time Limits/Maintenance Checks Manual, Revision 20, dated July 8, 2013.

(xii) Task 57-52-01-102 Special Detailed Inspection of the Hinge–Box Forward Lugs of the Outboard Flap of Section 5-10-30 of Part 2, "Airworthiness Limitations," of Bombardier CL-605 Time Limits/Maintenance Checks Manual, Revision 8, dated July 8, 2013.

(xiii) Task 57-52-01-102 Special Detailed Inspection of the Hinge–Box Forward Lugs of the Outboard Flap of Section 5-10-30 of Part 2, "Airworthiness Limitations," of Bombardier CL-604 Time Limits/Maintenance Checks Manual, Revision 20, dated July 8, 2013.

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

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

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

Issued in Renton, Washington, on March 25, 2015.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2015-08-01 The Boeing Company: Amendment 39-18137; Docket No. FAA-2011-0475; Directorate Identifier 2010-NM-199-AD.

(a) Effective Date

This AD is effective May 26, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes; certificated in any category; as identified in Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by numerous reports of unintended lateral oscillations during the final approach, just before landing. We are issuing this AD to reduce the chance of unintended lateral oscillations near touchdown, which could result in loss of lateral control of the airplane, and consequent airplane damage or injury to flightcrew and passengers.

(f) Compliance

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

(g) Installation and Inspection

Within 60 months after the effective date of this AD, do the applicable actions specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(1) For Configuration 1 airplanes defined in Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014: Install three bracket assemblies and three new relays, and make changes to the wire bundles, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014.

(2) For Configuration 2 airplanes defined in Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated

August 26, 2014: Torque the bracket assembly nuts and ground stud nuts, do bond resistance tests to verify that bonding requirements are met, do a general visual inspection to ensure that the three new relays do not touch the adjacent wire bundles, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014. Do all applicable related investigative and corrective actions before further flight.

(3) For Configuration 3 airplanes defined in Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014: Do a general visual inspection to ensure that the three new relays do not touch the adjacent wire bundles, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013, as revised by Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014. Do all applicable related investigative and corrective actions before further flight.

(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 Boeing Service Bulletin 757-27A0152, Revision 2, dated May 25, 2012 (which is not incorporated by reference in this AD); or Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO, to make those findings. 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.

(j) Related Information

(1) For more information about this AD, contact Jeffrey Palmer, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, Los Angeles Aircraft Certification Office (ACO), FAA, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5351; fax: 562-627-5210; email: jeffrey.w.palmer@faa.gov.

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin 757-27A0152, Revision 3, dated October 28, 2013.

(ii) Boeing Service Bulletin 757-27A0152, Revision 4, dated August 26, 2014.

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

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

Issued in Renton, Washington, on April 3, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-08-03 Bombardier, Inc.: Amendment 39-18139. Docket No. FAA-2014-0528; Directorate Identifier 2014-NM-060-AD.

(a) Effective Date

This AD becomes effective May 26, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4109 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report that during production, an incorrect clevis was used, resulting in improper installation onto the alternate release cable of the main landing gear (MLG). We are issuing this AD to detect and correct improper installation of the clevis, which could cause loss of the alternate release system and prevent the MLG from extending and retracting, and could consequently affect the airplane's continued safe flight and landing.

(f) Compliance

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

(g) Inspection

Within 2,000 flight hours or 12 months after the effective date of this AD, whichever occurs first: Do a general visual inspection of the emergency release clevis of the MLG to determine if an incorrect clevis has been installed, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-67, dated July 8, 2009. If an incorrect clevis has been installed, before further flight, replace the clevis with a correct clevis and clevis pin, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 84-32-67, dated July 8, 2009.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2013-40, dated December 9, 2013, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2014-0528-0002.

(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) Bombardier Service Bulletin 84-32-67, dated July 8, 2009.

(ii) Reserved.

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

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

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

Issued in Renton, Washington, on April 6, 2015.
John P. Piccola, Jr.,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-08-05 Dassault Aviation: Amendment 39-18141. Docket No. FAA-2015-0830; Directorate Identifier 2015-NM-024-AD.

(a) Effective Date

This AD becomes effective May 8, 2015.

(b) Affected ADs

This AD replaces AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014).

(c) Applicability

This AD applies to Dassault Aviation Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; Model MYSTERE-FALCON 200 airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes, certificated in any category; all serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by reports of a manufacturing defect in the charge indicator on fire extinguisher bottles and also our determination that certain text in the method of compliance language specified in AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014), incorrectly refers to "Airbus" instead of "Dassault Aviation." We are issuing this AD to detect and correct a dormant failure in the fire suppression system, which could result in the inability to put out a fire in an engine, auxiliary power unit (APU), or rear compartment.

(f) Compliance

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

(g) Retained Definitions, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014), with no changes. For the purposes of this AD, the following definitions apply.

(1) An affected fire extinguisher bottle is any fire extinguisher bottle having a part number included in table 1 to the introductory text of paragraph (h) of this AD and having a manufacturing batch number 168 through 200 inclusive on the data plate of the charge indicator.

(2) A serviceable fire extinguisher bottle is any fire extinguisher bottle having a manufacturing batch number lower than 168 or higher than 200 on the data plate of the charge indicator.

(h) Retained Determining Charge Indicator Batch Number, With Revised Method of Compliance Language

This paragraph restates the requirements of paragraph (h) of AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014), with revised method of compliance language in paragraphs (h)(2), (h)(2)(i), (h)(2)(ii), (h)(2)(iii) and (h)(2)(iv) of this AD. Within 30 days or 100 flight hours after October 20, 2014 (the effective date of AD 2013-26-05), whichever occurs first: Determine the manufacturing batch number for the charge indicator installed on each engine and APU fire extinguisher bottle having a part number included in table 1 to the introductory text of paragraph (h) of this AD, in accordance with the Accomplishment Instructions of Dassault Service Bulletin F20-785, also referred to as 785, dated June 11, 2012 (for Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes); or Dassault Service Bulletin F200-131, also referred to as 131, dated June 11, 2012 (for Model MYSTERE-FALCON 200 airplanes).

Table 1 to the Introductory Text of Paragraph (h) of This AD–Part Numbers of Affected Fire Extinguisher Bottles

Type of bottle—	Part No.—
Engine Fire Extinguisher Bottle	111-1555-324-12A
Engine Fire Extinguisher Bottle	811456
Engine Fire Extinguisher Bottle	111-355-32142A
APU Fire Extinguisher Bottle	111-011-324-12A
APU Fire Extinguisher Bottle	811475

(1) For fire extinguisher bottles with part numbers that are not included in table 1 to the introductory text of paragraph (h) of this AD, no further action is required by paragraph (h) of this AD.

(2) For any affected charge indicator, as identified in paragraph (g)(1) of this AD: Before further flight, weigh each affected fire extinguisher bottle, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). Weigh the fire extinguishers thereafter at intervals not to exceed 12 months until the replacement specified in paragraph (h)(2)(i), (h)(2)(ii), (h)(2)(iii), (h)(2)(iv), or (j) of this AD is accomplished. If it is determined that the fire extinguisher weighs less than the lowest weight limit indicated on the fire extinguisher's data plate, before further flight, replace any affected fire extinguisher bottle and charge indicator cartridge with a serviceable part, in accordance with the applicable method specified in paragraph (h)(2)(i), (h)(2)(ii), (h)(2)(iii), or (h)(2)(iv) of this AD.

Note 1 to paragraph (h)(2) of this AD: The instructions specified in Dassault Maintenance Procedure, "Weighing of Engine Freon Fire Extinguishers," (page 601, "Inspection/Check") of Subject 26-20-2, "Extinguishing System–Description and Operation, of Chapter 26, "Fire Protection," in Book 2 of the Dassault Falcon 20 Maintenance Manual, Phase 50, dated October 2011 (for Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes); or Procedure 2, "Engine and Rear Compartment Extinguisher (14W1-14W2): Weighing" of Falcon 200 Maintenance Requirement Card 171.0, Revised December 2011, of Chapter 26, "Fire Protection," in Book 1, "Work Cards," of the Dassault Falcon 200 Maintenance Manual, Revision 30, dated December 2011 (for Model

MYSTERE-FALCON 200 airplanes); provide additional guidance for weighing affected fire extinguisher bottles. This service information is not incorporated by reference in this AD.

(i) For Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes: Replace the charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or EASA; or Dassault Aviation's EASA DOA.

Note 2 to paragraphs (h)(2)(i), (i), (i)(1), and (j)(1) of this AD: The instructions specified in Dassault Maintenance Procedure, "Removal of Pyrotechnical Cartridge for Check/Replacement" (pages 401-403, "Removal/Installation"), of Subject 26-20-2 "Extinguishing System–Description and Operation," of Chapter 26, "Fire Protection," in Book 2 of the Dassault Falcon 20 Maintenance Manual, Phase 50, dated October 2011, are a source of guidance for the actions specified in paragraphs (h)(2)(i), (i), (i)(1), and (j)(1) of this AD. This service information is not incorporated by reference in this AD.

(ii) For Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes: Replace the fire extinguisher bottle with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(iii) For Model MYSTERE-FALCON 200 airplanes: Replace the charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

Note 3 to paragraphs (h)(2)(iii), (i), (i)(3), and (j)(3) of this AD: Procedure 3, "Engine and Rear Compartment Extinguisher (14W1-14W2): Check/Replacement of Percussion Cartridge," of Falcon 200 Maintenance Requirement Card 171.0, Revised December 2011, of Chapter 26, "Fire Protection", in Book 1, "Work Cards," of the Dassault Falcon 200 Maintenance Manual, Revision 30, dated December 2011, is a source of guidance for paragraphs (h)(2)(iii), (i), (i)(3), and (j)(3) of this AD. This service information is not incorporated by reference in this AD.

(iv) For Model MYSTERE-FALCON 200 airplanes: Replace the fire extinguisher bottle with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

Note 4 to paragraphs (h)(2)(iv), (i)(4), and (j)(4) of this AD: Procedure 1, "Removal/Installation," of Falcon 200 Maintenance Requirement Card 171.0, Revised December 2011, of Chapter 26, "Fire Protection", in Book 1, "Work Cards," of the Dassault Falcon 200 Maintenance Manual, Revision 30, dated December 2011, is a source of guidance for replacing the fire extinguisher bottle. This service information is not incorporated by reference in this AD.

(i) Retained Repetitive Inspections To Determine if Charge Indicator Cartridge Was Fired, With Revised Method of Compliance Language

This paragraph restates the requirements of paragraph (i) of AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014), with revised method of compliance language in paragraphs (i), (i)(1), (i)(2), (i)(3) and (i)(4) of this AD. Within 6 months after October 20, 2014 (the effective date of AD 2013-26-05): Do an inspection to determine if the charge indicator cartridge installed on each engine and APU fire extinguisher bottle, as identified in table 1 to the introductory text of paragraph (h) of this AD, was fired, in accordance with a method approved by the Manager,

International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA. Repeat the inspection thereafter at intervals not to exceed 6 months until the replacement specified in paragraph (i)(1), (i)(2), (i)(3), (i)(4), or (j) of this AD is accomplished. If it is determined that any charge indicator cartridge was fired, before further flight, replace the affected fire extinguisher bottle and charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(1) For Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 2-D5, 20-E5, and 20-F5 airplanes: Replace the charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(2) For Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes: Replace the fire extinguisher bottle with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(3) For Model MYSTERE-FALCON 200 airplanes: Replace the charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(4) For Model MYSTERE-FALCON 200 airplanes: Replace the fire extinguisher bottle with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(j) Retained Replacement of Fire Extinguisher Bottle and Charge Indicator Cartridge, With Revised Method of Compliance Language

This paragraph restates the requirements of paragraph (j) of AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014), with revised method of compliance language specified in paragraphs (j)(1), (j)(2), (j)(3), and (j)(4) of this AD. Unless previously accomplished as specified in paragraph (h)(2)(i), (h)(2)(ii), (h)(2)(iii), (h)(2)(iv), (i)(1), (i)(2), (i)(3), or (i)(4) of this AD: Within 60 months after October 20, 2014 (the effective date of AD 2013-26-05), replace any affected fire extinguisher bottle and charge indicator cartridge, as specified in paragraph (g)(1) of this AD, with a serviceable part, in accordance with the method specified in paragraph (j)(1), (j)(2), (j)(3), or (j)(4) of this AD, as applicable. Replacement of any affected fire extinguisher bottle and charge indicator cartridge with a serviceable part terminates the repetitive actions specified in paragraphs (h) and (i) of this AD.

(1) For Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes: Replace the charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(2) For Model FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes; and Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes: Replace the fire extinguisher bottle with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(3) For Model MYSTERE-FALCON 200 airplanes: Replace the charge indicator cartridge with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(4) For Model MYSTERE-FALCON 200 airplanes: Replace the fire extinguisher bottle with a serviceable part, in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the EASA; or Dassault Aviation's EASA DOA.

(k) Retained Parts Installation Prohibition, With No Changes

This paragraph restates the requirements of paragraph (k) of AD 2013-26-05, Amendment 39-17714 (79 FR 54897, September 15, 2014), with no changes. As of October 20, 2014 (the effective date of AD 2013-26-05), no person may install, on any airplane, a fire extinguisher bottle having a part number included in table 1 to the introductory text of paragraph (h) of this AD, fitted with a charge indicator having a manufacturing batch number on the data plate of 168 through 200 inclusive.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1137; 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 the EASA; or Dassault Aviation's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0189, dated September 24, 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-2015-0830.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 20, 2014, (79 FR 54897, September 15, 2014).

(i) Dassault Service Bulletin F20-785, also referred to as 785, dated June 11, 2012.

(ii) Dassault Service Bulletin F200-131, also referred to as 131, dated June 11, 2012.

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

(5) 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.

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

Issued in Renton, Washington, on April 9, 2015.

Jeffrey E. Duven,

Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2015-08-06 Airbus: Amendment 39-18142. Docket No. FAA-2014-0655; Directorate Identifier 2013-NM-070-AD.

(a) Effective Date

This AD becomes effective June 1, 2015.

(b) Affected ADs

This AD replaces AD 2007-14-05, Amendment 39-15127 (72 FR 39307, July 18, 2007).

(c) Applicability

This AD applies to all Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; and all Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes, Model A300 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.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to prevent safety-significant latent failures that would, in combination with one or more other specific failures or events, result in a hazardous or catastrophic failure condition of avionics, hydraulic systems, fire detection systems, fuel systems, or other critical systems.

(f) Compliance

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

(g) Retained Revision to the Airworthiness Limitations Section of the Instructions for Continued Airworthiness

This paragraph restates the requirements of paragraph (f) of AD 2007-14-05, Amendment 39-15127 (72 FR 39307, July 18, 2007), with no changes. Within 3 months after August 22, 2007 (the effective date of AD 2007-14-05), revise the Airworthiness Limitations section of the Instructions for Continued Airworthiness by incorporating Airbus A300-600 Certification Maintenance Requirements (CMRs) AI/ST5/829/85, Issue 12, dated February 2005 (for Model A300-600 series airplanes); or Airbus A310 CMR AI/ST5/849/85, Issue 12, dated February 2005 (for Model A310 series airplanes); as applicable. Accomplish the actions specified in the applicable CMRs at the intervals specified in the applicable CMRs, except as provided by paragraph (h) of this AD. Where the CMRs specify to

contact the Direction Générale de l'Aviation Civile (DGAC), operators are required to contact the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. The actions must otherwise be accomplished in accordance with the applicable CMRs.

(h) Retained Transition/Grace Period for Maintenance Significant Item (MSI) 78.30.00 Tasks

This paragraph restates the requirements of paragraph (g) of AD 2007-14-05, Amendment 39-15127 (72 FR 39307, July 18, 2007), with no changes. For tasks identified in MSI 78.30.00, "Thrust Reverser Actuation and Cowling," of Section 2, "CMR 'Two Star' Tasks," of Airbus A300-600 CMR AI/ST5/829/85, Issue 12, dated February 2005; and Airbus A310 CMR AI/ST5/849/85, Issue 12, dated February 2005: The initial compliance time is within 2,000 flight cycles or 12 months after August 22, 2007 (the effective date of AD 2007-14-05), whichever occurs later. Thereafter, actions identified in MSI 78.30.00 must be accomplished within the repetitive interval specified in the applicable CMRs. Where the CMRs specify to contact the DGAC, operators are required to contact the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, for such approvals. The actions must be accomplished in accordance with the applicable CMRs.

(i) New Revision of Maintenance or Inspection Program

Within 3 months after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate Airbus A310 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), dated November 30, 2012; or Airbus A300-600 ALS Part 3, Certification Maintenance Requirements (CMR), dated April 18, 2012. Except as required by paragraph (k) of this AD, the initial compliance time for accomplishing the actions is at the applicable time specified in Airbus A310 ALS Part 3, Certification Maintenance Requirements (CMR), dated November 30, 2012; or Airbus A300-600 ALS Part 3, Certification Maintenance Requirements (CMR), dated April 18, 2012, as applicable; or within 3 months after the effective date of this AD; whichever occurs later. Accomplishing the requirements in this paragraph terminates the requirements in paragraph (g) of this AD.

(j) New No Alternative Actions or Intervals

After accomplishment of the revision required by paragraph (i) 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 (l) of this AD.

(k) New Compliance Time for Model A300-600 Series Airplanes

For CMR Task 213000-A0001-1-C, "Pressurization Control," as identified in Sub-part 3-1, CMR Tasks, of the Airbus A300-600 ALS Part 3, Certification Maintenance Requirements (CMR), dated April 18, 2012: The initial compliance time for the task is at the applicable time specified in paragraphs (k)(1), (k)(2), and (k)(3) of this AD.

(1) For airplanes having accumulated less than 40,000 total flight hours since first flight of the airplane as of the effective date of this AD: Before the accumulation of 40,001 total flight hours.

(2) For airplanes having accumulated 40,000 total flight hours or more since first flight of the airplane as of the effective date of this AD, and on which Aging Systems Maintenance (ASM) Task 213115-04-1, "Cabin Pressure Safety Valve;" or Maintenance Review Board Report (MRBR) Tasks 21.30.00/06 and 21.30.00/08, "Pressurization Control," have been accomplished: Before the accumulation of 14,000 flight hours after the most recent accomplishment of ASM Tasks 213115-04-1, or MRBR Tasks 21.30.00/06 and 21.30.00/08, whichever occurs later.

(3) For airplanes having accumulated 40,000 total flight hours or more since first flight of the airplane as of the effective date of this AD, and on which ASM Task 213115-04-1, or MRBR Tasks 21.30.00/06 and 21.30.00/08, have not been accomplished: Within 3 months after the effective date of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International 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.

(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 the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0072, dated March 20, 2013, (corrected January 15, 2015) for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2014-0655.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on June 1, 2015.

(i) Airbus A300-600 Airworthiness Limitations Section Part 3, Certification Maintenance Requirements, dated April 18, 2012.

(ii) Airbus A310 Airworthiness Limitations Section Part 3, Certification Maintenance Requirements, dated November 30, 2012.

(4) The following service information was approved for IBR on August 22, 2007 (72 FR 39307, July 18, 2007).

(i) Airbus A300-600 Certification Maintenance Requirements AI/ST5/829/85, Issue 12, dated February 2005.

(ii) Airbus A310 Certification Maintenance Requirements AI/ST5/849/85, Issue 12, dated February 2005.

(5) 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.

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

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

Issued in Renton, Washington, on April 9, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-08-08 Airbus: Amendment 39-18144. Docket No. FAA-2015-0930; Directorate Identifier 2015-NM-040-AD.

(a) Effective Date

This AD becomes effective May 12, 2015.

(b) Affected ADs

This AD replaces the following:
(1) AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015).
(2) AD 2015-03-02, Amendment 39-18098 (80 FR 6897, February 9, 2015).

(c) Applicability

This AD applies to Airbus Model A319-115, A319-132, A319-133, A320-214, A320-232, and A320-233 airplanes, certificated in any category, manufacturer serial numbers (MSN) 5817, 5826, 5837, 5848, 5855, 5864, 5875, 5886, 5896, 5910, and 5918 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that certain airplanes were not included in the applicability of AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015); and AD 2015-03-02, Amendment 39-18098 (80 FR 6897, February 9, 2015). This AD was also prompted by reports of failure of certain fasteners located at the wing lower skin surface, and inboard and outboard main landing gear (MLG) support rib lower flanges. We are issuing this AD to detect and correct discrepancies of the fasteners at the external surface of the lower wing skin and inboard and outboard MLG support rib lower flanges, which could result in an airplane not meeting its maximum loads expected in service. This condition could result in structural failure.

(f) Compliance

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

(g) Retained for All Airplanes Except Airbus Model A319-132 Airplanes: Repetitive Inspections, With Extended Compliance Time and New Service Information

This paragraph restates the requirements of paragraph (g) of AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015), with an extended compliance time and new service information. For Airbus Model A319-115, A319-133, A320-214, A320-232, and A320-233 airplanes: Within 60 days after February 6, 2015 (the effective date of AD 2014-26-53), or within 60

days since the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness, or before further flight for any airplane that is not in operation for more than 60 days, whichever occurs later: Do the inspections required by paragraphs (g)(1) and (g)(2) of this AD, in accordance with Airbus Alert Operators Transmission (AOT) A57N006-14, Revision 00, dated December 4, 2014; or Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. Repeat the inspections thereafter at intervals not to exceed 60 days. As of the effective date of this AD, only use Airbus AOT A57N006-14, Revision 01, dated February 16, 2015, to accomplish the actions required by this paragraph.

(1) Do a detailed visual inspection of the external surface of the left-hand and right-hand wing lower skin surface to detect missing or broken or migrated fasteners.

(2) Do a detailed visual inspection of the inboard MLG support rib lower flange to detect missing or broken nuts or fastener tails.

(h) Retained for All Airplanes Except Airbus Model A319-132 Airplanes: Corrective Actions for the Inspections Required by Paragraph (g)(1) of This AD, With New Service Information

This paragraph restates the requirements of paragraph (h) of AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015), with new service information.

(1) If, during any inspection required by paragraph (g)(1) of this AD, only one discrepancy (any missing or broken or migrated fastener) is found on the left- or right-side: Before further flight, do corrective actions in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (g) of this AD.

(2) If, during any inspection required by paragraph (g)(1) of this AD, more than one discrepancy (any missing or broken or migrated fastener) is found on the left- or right-side: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT A57N006-14, Revision 00, dated December 4, 2014; or Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. One fastener per side may be missing or broken or migrated provided the applicable actions required by paragraph (h)(1) of this AD are done. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (g) of this AD. As of the effective date of this AD, only use Airbus AOT A57N006-14, Revision 01, dated February 16, 2015, to accomplish the actions required by this paragraph.

(i) Retained for All Airplanes Except Airbus Model A319-132 Airplanes: Corrective Actions for the Inspections Required by Paragraph (g)(2) of This AD, With New Service Information

This paragraph restates the requirements of paragraph (i) of AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015), with new service information.

(1) If, during any inspection required by paragraph (g)(2) of this AD, only one discrepancy (any missing or broken nut or fastener tail) is found on the left- or right-side: Before further flight, do corrective actions in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (g) of this AD.

(2) If, during any inspection required by paragraph (g)(2) of this AD, more than one discrepancy (any missing or broken nut or fastener tail) is found on the left- or right-side: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT A57N006-14, Revision 00, dated December 4, 2014; or Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. One fastener per side may be missing or broken or migrated provided the applicable actions required by paragraph (i)(1) of this AD are done. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (g) of this AD. As of the effective date of this AD, only use Airbus AOT A57N006-14, Revision 01, dated February 16, 2015, to accomplish the actions required by this paragraph.

(j) Retained for All Airplanes Except Airbus Model A319-132 Airplanes: Repetitive Inspections of the Outboard MLG Support Rib Lower Flange, With New Service Information

This paragraph restates the requirements of paragraph (g) of AD 2015-03-02, Amendment 39-18098 (80 FR 6897, February 9, 2015), with new service information. For Airbus Model A319-115, A319-133, A320-214, A320-232, and A320-233 airplanes: Within 4 months after February 24, 2015 (the effective date of AD 2015-03-02), or within 4 months after the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness, or before further flight for any airplane that is not in operation for more than 4 months, whichever occurs latest: Do a detailed visual inspection of the left and right outboard MLG support rib lower flange to detect any discrepancy (broken or missing fastener tails or nuts), in accordance with Airbus AOT A57N006-14, Revision 00, dated December 4, 2014; or Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. Repeat the inspection thereafter at intervals not to exceed 4 months. As of the effective date of this AD, only use Airbus AOT A57N006-14, Revision 01, dated February 16, 2015, for the actions required by this paragraph.

(k) Retained for All Airplanes Except Airbus Model A319-132 Airplanes: Corrective Actions for the Inspections Required by Paragraph (j) of This AD, With New Service Information

This paragraph restates the requirements of paragraph (h) of AD 2015-03-02, Amendment 39-18098 (80 FR 6897, February 9, 2015), with new service information. If, during any inspection required by paragraph (j) of this AD, any discrepancy is found on the left or right outboard MLG support rib lower flange: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT A57N006-14, Revision 00, dated December 4, 2014; or Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. Replacement of fasteners on an airplane does not constitute terminating action for the repetitive inspections required by paragraph (j) of this AD. As of the effective date of this AD, only use Airbus AOT A57N006-14, Revision 01, dated February 16, 2015, for the actions required by this paragraph.

(l) For Airbus Model A319-132 Airplanes: New Repetitive Inspections of External Surface of Wing Lower Skin and Inboard MLG Support Rib Lower Flange

For Airbus Model A319-132 airplanes: Within 60 days after the effective date of this AD, or within 60 days since the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness, or before further flight for any airplane that is not in operation for more than 60 days, whichever occurs later: Do the inspections required by paragraphs (l)(1) and (l)(2) of this AD, in accordance with Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. Repeat the inspections thereafter at intervals not to exceed 60 days.

(1) Do a detailed visual inspection of the external surface of the left-hand and right-hand wing lower skin surface to detect missing or broken or migrated fasteners.

(2) Do a detailed visual inspection of the inboard MLG support rib lower flange to detect missing or broken nuts or fastener tails.

(m) For Airbus Model A319-132 Airplanes: Corrective Actions for the Inspections Required by Paragraph (l)(1) of This AD

(1) If, during any inspection required by paragraph (l)(1) of this AD, only one discrepancy (any missing or broken or migrated fastener) is found on the left- or right-side: Before further flight, do corrective actions in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (l) of this AD.

(2) If, during any inspection required by paragraph (l)(1) of this AD, more than one discrepancy (any missing or broken or migrated fastener) is found on the left- or right-side: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. One fastener per side may be missing or broken or migrated provided the applicable actions required by paragraph (m)(1) of this AD are done. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (l) of this AD.

(n) For Airbus Model A319-132 Airplanes: Corrective Actions for the Inspections Required by Paragraph (l)(2) of This AD

(1) If, during any inspection required by paragraph (l)(2) of this AD, only one discrepancy (any missing or broken nut or fastener tail) is found on the left- or right-side: Before further flight, do corrective actions in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (l) of this AD.

(2) If, during any inspection required by paragraph (l)(2) of this AD, more than one discrepancy (any missing or broken nut or fastener tail) is found on the left- or right-side: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. One fastener per side may be missing or broken or migrated provided the applicable actions required by paragraph (n)(1) of this AD are done. Replacement of fasteners on an airplane does not constitute terminating action for any inspection required by paragraph (l) of this AD.

(o) For Airbus Model A319-132 Airplanes: New Repetitive Inspections of Outboard MLG Support Rib Lower Flange

For Airbus Model A319-132 airplanes: Within 4 months after the effective date of this AD, or within 4 months after the date of issuance of the original certificate of airworthiness or the original export certificate of airworthiness, or before further flight for any airplane that is not in operation for more than 4 months, whichever occurs later: Do a detailed visual inspection of the left and right outboard MLG support rib lower flange to detect any discrepancy (broken or missing fastener tails or nuts), in accordance with Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. Repeat the inspection thereafter at intervals not to exceed 4 months.

(p) For Airbus Model A319-132 Airplanes: Corrective Actions for the Inspections Required by Paragraph (o) of This AD

If, during any inspection required by paragraph (o) of this AD, any discrepancy is found on the left or right outboard MLG support rib lower flange: Before further flight, replace all affected fasteners on the affected side(s), in accordance with Airbus AOT A57N006-14, Revision 01, dated February 16, 2015. Replacement of fasteners on an airplane does not constitute terminating action for the repetitive inspections required by paragraph (o) of this AD.

(q) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (l), (m)(2), (n)(2), (o), and (p) of this AD, if those actions were performed before the effective date of this AD using Airbus AOT A57N006-14, Revision 00, dated December 4, 2014, which was incorporated by reference in AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015).

(r) Other FAA AD Provisions

(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: 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.

(i) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(ii) AMOCs approved previously for AD 2014-26-53, Amendment 39-18068 (80 FR 3155, January 22, 2015); and AD 2015-03-02, Amendment 39-18098 (80 FR 6897, February 19, 2015); are approved as AMOCs for the corresponding provisions of 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 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.

(s) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(t) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0026, dated February 19, 2015, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2015-0930.

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

(u) Material Incorporated by Reference

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

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

(i) Airbus Alert Operators Transmission A57N006-14, Revision 01, dated February 16, 2015.

(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 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 14, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-08-09 The Boeing Company: Amendment 39-18145; Docket No. FAA-2014-0286; Directorate Identifier 2014-NM-004-AD.

(a) Effective Date

This AD is effective June 4, 2015.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-600 and -700 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013.

(2) Installation of Supplemental Type Certificate (STC) ST00830SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/932b6080caa1856e86257d6c005c5a37/$FILE/ST00830SE.pdf) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST00830SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracking in the body station 727 bulkhead lower frame. We are issuing this AD to detect and correct cracking in a bulkhead lower frame web and inner chord, which could result in a severed framed and induced skin cracks, and could lead to rapid decompression of the fuselage.

(f) Compliance

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

(g) Inspections

At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, except as provided by paragraph (i)(1) of this AD: Do a detailed and open hole high frequency eddy current (HFEC) inspection of the left- and right-side lower frame webs and inner chords for cracking, as applicable, and do all applicable corrective actions and preventative modifications, in accordance with the Accomplishment Instructions of

Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, except as required by paragraph (i)(2) of this AD. Repeat the applicable inspections required by this paragraph thereafter at the applicable intervals specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013. Do all applicable corrective actions and preventative modifications before further flight.

(h) Terminating Action

Accomplishment of a modification or a repair, in accordance with Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, terminates the repetitive inspections required by this AD.

(i) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Where Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, specifies to contact Boeing for appropriate action: Before further flight, accomplish the corresponding action using a method approved in accordance with the procedures specified in paragraph (k) of this AD.

(j) Post-Repair Inspections

The post-repair inspections specified in tables 4, 5, and 6 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, are not required by this AD.

Note 1 to paragraph (j) of this AD: The damage tolerance inspections specified in tables 4, 5, and 6 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, may be used in support of compliance with Section 121.1109(c)(2) or 129.109(b)(2) of the Federal Aviation Regulations (14 CFR 121.1109(c)(2) or 14 CFR 129.109(b)(2)). The corresponding actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013, are not required by this AD.

(k) Alternative Methods of Compliance (AMOCs)

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

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

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

(l) Related Information

For more information about this AD, contact Alan Pohl, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6450; fax: 425-917-6590; email: alan.pohl@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1325, dated December 3, 2013.

(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 13, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-09-02 Bombardier, Inc.: Amendment 39-18147. Docket No. FAA-2015-0074; Directorate Identifier 2014-NM-138-AD.

(a) Effective Date

This AD becomes effective June 4, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc. Model CL-600-2E25 (Regional Jet Series 1000) airplanes, certificated in any category, serial numbers 19002 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that without an effective maintenance task to maintain the airplane's inherent level of safety, there is a potential that a dormant failure of the alternate release system of the landing gear can occur. We are issuing this AD to prevent failure of the alternate release system of the landing gear, which could prevent the landing gear from extending during a failure of the normal landing gear extension system.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate Task 32-01-00-101, "Operational Check of the MLG [Main Landing Gear] and NLG [Nose Landing Gear] AES [Alternate Extension System] EMA [Electro-mechanical Actuator] and Release Mechanism (CRJ1000)," for the operational check of the MLG and NLG AES EMA and release mechanism, as specified in Bombardier Temporary Revision (TR) ALI-0472, dated February 27, 2014, to Section 1-32 of Part 2, Airworthiness Limitations, of the Bombardier CRJ Series Regional Jet, Maintenance Requirements Manual, CSP B-053. The initial compliance time for the operational check is at the applicable time specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) For airplanes that have accumulated 540 total flight hours or more as of the effective date of this AD: Within 660 flight hours after the effective date of this AD.

(2) For airplanes that have accumulated less than 540 total flight hours as of the effective date of this AD: Before the accumulation of 1,200 total flight hours.

(h) 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 (i)(1) of 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 Organization Approval (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-16, dated June 11, 2014, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2015-0074-0003.

(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 Temporary Revision ALI-0472, dated February 27, 2014, to Section 1-32 of Part 2, Airworthiness Limitations, of the Bombardier CRJ Series Regional Jet Maintenance Requirements Manual, CSP B-053.

(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 April 14, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.

2015-09-03 Airbus: Amendment 39-18148. Docket No. FAA-2014-0589; Directorate Identifier 2014-NM-069-AD.

(a) Effective Date

This AD becomes effective June 4, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, except for airplanes on which Airbus Modification 33844 or Modification 33847, as applicable, has been embodied in production.

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracks on the forward corner fittings of engine pylon aft secondary structures. We are issuing this AD to detect and correct detachment of the lower fairing attachment and/or loss of the aft fixed fairing with the movable fairing from the airplane in flight, which could result in damage to the airplane.

(f) Compliance

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

(g) Repetitive Inspections

At the latest of the times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD: Do a detailed inspection for cracking of forward corner fittings having part number (P/N) D54530014201 (right-hand (RH)) and P/N D54530014200 (left-hand (LH)) of the pylon aft secondary structures, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-54-1022, Revision 03, dated April 15, 2014, except as provided by paragraph (j) of this AD. Repeat the inspection thereafter at intervals not to exceed 15,000 flight cycles or 22,500 flight hours, whichever

occurs first. Accomplishment of the actions specified in paragraph (i) of this AD terminates the actions required by this paragraph.

(1) Within 15,000 flight cycles or 22,500 flight hours, whichever occurs first since first flight of the airplane.

(2) Within 5,000 flight cycles or 7,500 flight hours after the effective date of this AD, without exceeding 40,750 flight cycles or 60,750 flight hours, whichever occurs first since first flight of the airplane.

(3) Within 750 flight cycles or 750 flight hours, whichever occurs first after the effective date of this AD.

(h) Related Investigative and Corrective Actions

If any crack is found on the corner fittings of a pylon during any inspection required by paragraph (g) of this AD: Before further flight, do a detailed inspection for cracking of the lower and medium spars, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-54-1022, Revision 03, dated April 15, 2014.

(1) If any damage is found: Before further flight, repair 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).

(2) If no damage is found: Within 5,000 flight cycles or 7,500 flight hours, whichever occurs first after the detailed inspection specified in the introductory text to paragraph (h) of this AD, modify the airplane, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-54-1019, Revision 02, dated April 15, 2014.

(i) Optional Terminating Action

Modification of an airplane by installation of corner fittings having P/N D0041092120000 (RH) and P/N D0041092120100 (LH) on both pylons, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-54-1019, Revision 02, dated April 15, 2014, constitutes terminating action for the repetitive inspections required by paragraph (g) of this AD.

(j) Parts Installation Limitation

Airplanes on which Airbus Modification 38067 (installation of new corner fittings) has been embodied in production, and airplanes already modified in service as described in Airbus Service Bulletin A320-54-1019, are not affected by the requirements of paragraph (g) of this AD, provided that no corner fittings having P/N D54530014201 (RH) or P/N D54530014200 (LH) have been installed since first flight of the airplane, or since modification, as applicable.

(k) Parts Installation Prohibition

(1) As of the effective date of this AD, for airplanes on which Airbus Modification 38067 has been embodied in production on both pylons, and for airplanes previously modified in service as described in Airbus Service Bulletin A320-54-1019: Do not install any corner fittings having P/N D54530014201 (RH) or P/N D54530014200 (LH).

(2) After modification as required by paragraph (h) of this AD, or after optional modification as specified in paragraph (i) of this AD, as applicable: Do not install any corner fittings having P/N D54530014201 (RH) or P/N D54530014200 (LH).

(l) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using a service bulletin identified in paragraph (l)(1)(i), (l)(1)(ii), or (l)(1)(iii) of this AD; this service information is not incorporated by reference in this AD.

(i) Airbus Service Bulletin A320-54-1022, dated July 7, 2009.

(ii) Airbus Service Bulletin A320-54-1022, Revision 01, dated September 29, 2011.

(iii) Airbus Service Bulletin A320-54-1022, Revision 02, dated July 12, 2013.

(2) This paragraph provides credit for actions required by paragraphs (h)(2) and (i) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-54-1019, Revision 01, dated April 10, 2008, which is not incorporated by reference in this AD.

(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: 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 EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

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

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information EASA Airworthiness Directive 2014-0064, dated March 14, 2014, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2014-0589-0003.

(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) Airbus Service Bulletin A320-54-1019, Revision 02, dated April 15, 2014.

(ii) Airbus Service Bulletin A320-54-1022, Revision 03, dated April 15, 2014.

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

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

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

Issued in Renton, Washington, on April 17, 2015.

Victor Wicklund,

Acting Manager, Transport Airplane Directorate,

Aircraft Certification Service.

2015-09-07 The Boeing Company: Amendment 39-18153; Docket No. FAA-2015-0936; Directorate Identifier 2015-NM-058-AD.

(a) Effective Date

This AD is effective May 1, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 787 airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the determination that a Model 787 airplane that has been powered continuously for 248 days can lose all alternating current (AC) electrical power due to the generator control units (GCUs) simultaneously going into failsafe mode. This condition is caused by a software counter internal to the GCUs that will overflow after 248 days of continuous power. We are issuing this AD to prevent loss of all AC electrical power, which could result in loss of control of the airplane.

(f) Compliance

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

(g) Repetitive Maintenance Task: Electrical Power Deactivation

At the latest of the times specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, accomplish electrical power deactivation on the airplane, in accordance with step 2) in "DESIRED ACTION" of Boeing Multi Operator Message MOM-MOM-15-0248-01B, dated April 19, 2015; or Boeing Multi Operator Message MOM-MOM-15-0248-01B(R1), dated April 20, 2015. The main and auxiliary power unit (APU) batteries do not need to be disconnected when performing the electrical power deactivation. Repeat the electrical power deactivation thereafter at intervals not to exceed 120 days.

(1) Within 120 days after the last electrical power deactivation in accordance with step 2) in "DESIRED ACTION" of Boeing Multi Operator Message MOM-MOM-15-0248-01B, dated April 19, 2015; or Boeing Multi Operator Message MOM-MOM-15-0248-01B(R1), dated April 20, 2015.

(2) Within 120 days after the date of issuance of the original certificate of airworthiness or the date of issuance of the original export certificate of airworthiness.

(3) Within 7 days after the effective date of this AD.

(h) Special Flight Permit

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(i) Boeing Multi Operator Message MOM-MOM-15-0248-01B, dated April 19, 2015. The date appears only on the first page of this document.

(ii) Boeing Multi Operator Message MOM-MOM-15-0248-01B(R1), dated April 20, 2015. The date appears only on the first page of this document.

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

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. 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 23, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.