

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2015-21

10/5/2015 - 10/18/2015



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,

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2015-06-06 2015-06-07 2015-07-01		BAE Systems The Boeing Company Rolls-Royce plc	A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes. 4101 airplanes 737-100, -200, -200C, -300, -400, and -500 series airplanes RB211-524B-02, RB211-524B-B-02, RB211-524B2-19, RB211-524B2-B-19, RB211-524B3-02, RB211-524C2-19, and RB211-524C2-B-19 turbofan engines
Biweekly 2015-08			
2015-06-08	R 2011-09-03	Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G
2015-07-05		BAE Systems (Operations) Limited	146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A
2015-07-06		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2015-07-07 2015-08-02	R 2015-02-04	The Boeing Company Dassault Aviation	777-200, -200LR, -300ER, and 777F series MYSTERE-FALCON 50
Biweekly 2015-09			
2015-06-10		ATR-GIE Avions de Transport Régional	ATR72-212A
2015-07-02		Bombardier, Inc	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A and CL-601-3R Variants), CL-600-2B16 (CL-604 Variants)
2015-08-01 2015-08-03 2015-08-05	R 2013-26-05	The Boeing Company Bombardier, Inc. Dassault Aviation	757-200, -200PF, -200CB, and -300 series DHC-8-400, -401, and -402 FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5
2015-08-06	R 2007-14-05	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F
2015-08-08	R 2014-26-53 and 2015-03-02	Airbus	A319-115, A319-132, A319-133, A320-214, A320-232, and A320-233
2015-08-09 2015-09-02 2015-09-03		The Boeing Company Bombardier, Inc. Airbus	737-600 and -700 series CL-600-2E25 (Regional Jet Series 1000)
2015-09-07		The Boeing Company	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 787
Biweekly 2015-10			
2015-08-07 2015-09-05 2015-09-08		Zodiac Aerotechnics The Boeing Company Airbus	See AD 747-400 and 747-400F A300 B4-601, B4-603, and B4-605R; and A300 F4-605R; and A300 C4-605R Variant F; and A310-204 and -304
2015-09-09	R 2004-07-11	The Boeing Company	767-200, -300, and -400ER series
Biweekly 2015-11			
2015-10-02	R 2014-20-11	Zodiac Seats France	9140, 9166, 9173, 9174, 9184, 9188, 9196, 91B7, 91B8, 91C0, 91C2, 91C4, 91C5, 91C9, 9301, and 9501 series passenger seat assemblies
2015-10-03	R 2014-09-05	Airbus Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2015-10-04	R 2012-09-09	International Aero Engines AG	IAE V2500-A1, IAE V2525-D5, IAE V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5
2015-11-04		The Boeing Company	707-100 long body, -200, -100B long body, and -100B short body; 707-300, -300B, -300C, -400; 720 and 720B series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2015-12			
2015-10-01		Bombardier, Inc.	DHC-8-401, -402, and -403
2015-11-02	R 95-26-11	Lockheed Martin Corporation	L-1011-385-1, L-1011-385-1-14, L-1011-385-1-15, and L-1011-385-3
2015-11-03		ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A; ATR42-200, -300, -320, and -500; ATR72-101, -201, -102, -202, -211, -212, and -212A
2015-11-05		The Boeing Company	747-400, 747-400D, 747-400F, 747-8F, and 747-8 series
Biweekly 2015-13			
2015-10-51		Avidyne Corporation	Integrated Flight Displays (IFDs)
2015-12-03	COR R 2007-13-05	The Boeing Company	777-200, -200LR, -300, and -300ER series
2015-12-05	R 2008-06-18	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F
2015-12-06		Learjet Inc.	45
2015-12-07		The Boeing Company	747-8F and 747-8 series
2015-12-08		Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-12-10		Pratt & Whitney Division	PW6122A and PW6124A
2015-12-11	COR	The Boeing Company	767-200, -300, -300F, and -400ER series, 777-200, -200LR, -300, -300ER, and 777F
2015-12-12		Fokker Services B.V.	F.28 Mark 0070 and 0100
2015-13-01		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2015-13-02		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2015-14			
2015-13-08		Dassault Aviation	FALCON 2000EX
2015-14-01		Bombardier, Inc.	DHC-8-400, -401, and -402
Biweekly 2015-15			
2015-13-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2015-13-07	R 98-13-23	Airbus	A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; and A300 C4-605R Variant F
2015-14-03		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2015-14-05		Pratt & Whitney	JT8D-217C and JT8D-219
2015-14-06		The Boeing Company	747-8 and 747-8F series
2015-14-07		The Boeing Company	787-8
2015-14-08		Airbus	A310-203
2015-14-09		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, 747SP, 747-8F, and 747-8 series
2015-15-01	R 2004-13-02	The Boeing Company	747-100, -200B, and -200F series
2015-15-02	R 2012-13-06	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, and F4-622R; and A300 C4-605R Variant F
2015-15-03		General Electric Company	GENx-1B and GENx-2B
2015-15-05	R 98-22-10 R 90-06-02	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2015-15-08		Bombardier, Inc.	BD-100-1A10 (Challenger 300)
2015-15-09		BAE Systems (Operations) Limited	4101
2015-15-10		Airbus	A318-111, -112, -121, and -122; A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232

LARGE AIRCRAFT

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

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

Biweekly 2015-16

2012-11-09 R1		Transport Category Airplanes	Chemical oxygen generators
2015-13-06	R 2013-14-05	The Boeing Company	747-400 and -400F series
2015-15-07	R 2015-10-01	Bombardier, Inc.	DHC-8-400, -401, and -402
2015-15-11		The Boeing Company	747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2015-15-12		Airbus	A318-111 and -112, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-111, -211, -212, -214, -231, -232, and -233
2015-15-13		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-15-14		BAE Systems (Operations) Limited	ATP
2015-15-15		The Boeing Company	777-200, 777-200LR, 777-300ER, and 777F series

Biweekly 2015-17

2015-16-01	R 2012-19-11	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series; 737-600, -700, -700C, -800, -900, and -900ER series
2015-16-02	R 2003-14-11 R 2004-11-08 R 2004-13-25 R 2004-18-14 R 2007-05-12 R 2008-06-07 R 2009-18-20 R 2010-15-02 R 2012-04-07	Airbus	A330-201, -202, -203, -223, -243, -223F, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2015-16-03		Rolls-Royce plc	RB211-524B-02, RB211-524B2-19, RB211-524B3-02, RB211-524B4-02, RB211-524B4-D-02, RB211-524C2-19, RB211-524D4-19, RB211-524D4-39, and RB211-524D4X-19
2015-16-04		Kidde Graviner	See AD
2015-16-05		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2015-16-06		British Aerospace Regional Aircraft	Jetstream Model 3201
2015-17-04		Bombardier, Inc.	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900)
2015-17-06		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-17-09	R 98-18-02	Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F

Biweekly 2015-18

2015-16-08	R 2011-08-51	The Boeing Company	737-300, -400, and -500 series
2015-17-03		Bombardier, Inc	DHC-8-400, -401, and -402
2015-17-05		Bombardier, Inc	BD-700-1A10 and BD-700-1A11
2015-17-07		Airbus	A300 B4-603, B4-605R, B4-620, B4-622, and B4-622R, A300 C4-605R Variant F, A300F4-605R
2015-17-08		Bombardier, Inc	DHC-8-400, -401, and -402 series
2015-17-12		Cessna Aircraft Company	500, 501, 550, 551, S550, 560, 650
2015-17-13		The Boeing Company	777-200 and -300 series
2015-17-14		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-17-15		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702), CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000).

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2015-17-16		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440)
2015-17-17		Pratt & Whitney	PW4164-1D, PW4168-1D, PW4168A-1D and PW4170, PW4164, PW4168, and PW4168A
2015-17-22		Airbus	A330-243, A330-243F, A330-341, A330-342, and A330-343
2015-17-23		Empresa Brasileira de Aeronautica S.A. (Embraer)	EMB-135BJ
2015-17-24		The Boeing Company	787-8
2015-17-25		Bombardier, Inc	DHC-8-400, -401, and -402
2015-18-02		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G
Biweekly 2015-19			
2015-17-19		Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60
2015-18-04		CFM International S.A.	CFM56-7B and CFM56-3
2015-18-05	R 97-07-14	Airbus	A320-211 and -231
2015-19-01		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2015-19-02		The Boeing Company	767-200, -300, -300F, and -400ER series
2015-19-03		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2015-19-04		The Boeing Company	757-200, -200PF, -200CB, and -300 series
Biweekly 2015-20			
2015-19-06	R 2012-24-10	The Boeing Company	747-400 and -400F series
2015-19-08	R 2011-19-04	Airbus	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2015-19-09		The Boeing Company	787-8
2015-19-12		The Boeing Company	767-200, -300, -300F, and -400ER series
2015-19-13		Bombardier, Inc.	DHC-8-400, -401, and -402
2015-19-16		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2015-20-02	R 2013-02-10	Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, -213, -311, -312, and -313
2015-20-05		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	188A and 188C
Biweekly 2015-21			
2015-15-06	R 2003-13-01	The Boeing Company	767-200, -300, and -300F series; 67-400ER series
2015-20-01		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	188A and 188C
2015-20-03	R 2014-14-02	Pratt & Whitney Canada Corp	PW120, PW121, and PW121A; PW124B, PW127, PW127E, PW127F; PW127E, PW127F; and PW127G
2015-20-06		Viking Air Limited	DHC-7-1 and DHC-7-100
2015-20-07		Bombardier, Inc	CL-600-2C10 (Regional Jet Series 700, 701, & 702); CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900)
2015-20-08		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
2015-20-10		Gulfstream Aerospace Corporation	GVI



2015-15-06 The Boeing Company: Amendment 39-18215; Docket No. FAA-2012-0108; Directorate Identifier 2011-NM-049-AD.

(a) Effective Date

This AD is effective November 13, 2015.

(b) Affected ADs

This AD replaces AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003).

(c) Applicability

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

(i) Model 767-200, -300, and -300F series airplanes, as specified in Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012.

(ii) Model 767-400ER series airplanes, as specified in Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012.

(2) Installation of Supplemental Type Certificate (STC) ST01920SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027f43b9a7486e86257b1d006591ee/\\$FILE/ST01920SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/59027f43b9a7486e86257b1d006591ee/$FILE/ST01920SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01920SE 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 57, Wings.

(e) Unsafe Condition

This AD was prompted by reports of hinge assembly fractures found before certain required compliance times on airplanes subject to AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003). We are issuing this AD to prevent the inboard aft flap from separating from the wing and potentially striking the airplane, which could result in damage to the surrounding structure and potential personal injury.

(f) Compliance

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

(g) Retained Inspection, With Revised Service Information

This paragraph restates the requirements of paragraph (a) of AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), with revised service information. Perform either a detailed inspection, or a detailed inspection plus an eddy current inspection, of the outboard hinge fitting assemblies on the trailing edge of the inboard main flap to detect cracks and fractures and evidence of a tool runout option, as applicable. For the purposes of this AD, a detailed inspection is defined as an intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.

(1) For Model 767-200, -300, and -300F series airplanes identified in Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001: Inspect before the airplane accumulates 2,700 total flight cycles, or within 90 days after July 29, 2003 (the effective date of AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003)), whichever occurs later, in accordance with Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001; or the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012. As of the effective date of this AD, only Boeing Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012, may be used for the inspection.

(2) For Model 767-400ER series airplanes identified in Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002: Inspect before the airplane accumulates 12,000 total flight cycles, except as required by paragraph (m) of this AD, in accordance with Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002; or the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012. As of the effective date of this AD, only Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012, may be used for the inspection.

(h) Retained Follow-On/Corrective Actions, With Revised Service Information

This paragraph restates the requirements of paragraph (b) of AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), with revised service information. Following the initial inspections required by paragraph (g) of this AD, perform applicable follow-on and corrective actions at the times specified in Figure 1 of Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001 (for Model 767-200, -300, and -300F series airplanes); or Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002 (for Model 767-400ER series airplanes); until the initial inspection required by paragraph (n) of this AD is accomplished, and repeat thereafter at the applicable times specified in paragraph (n) of this AD. Do the follow-on and corrective actions (including repetitive inspections and replacement of the fittings with new fittings) in accordance with Part 1 or Part 2 of Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001; or Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002; or in accordance with the Accomplishment Instructions of the service information identified in paragraph (h)(1) or (h)(2) of this AD; except as required by paragraph (i)(2) of this AD. For Model 767-200, -300, and -300F series airplanes: If the fitting has the tool runout, and no cracking or fracture is found during the inspection, this AD requires no further action for that hinge fitting. As of the effective date of this AD, for the actions required by this paragraph, only the service information identified in paragraph (h)(1) or (h)(2) of this AD, as applicable, may be used.

(1) Boeing Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012 (for Model 767-200, -300, and -300F series airplanes).

(2) Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012 (for Model 767-400ER series airplanes).

(i) Retained Exceptions to Service Bulletin Procedures, Without the Reporting Requirement and With Revised Service Information

This paragraph restates the requirements of paragraphs (c) and (d) of AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), without the reporting requirement and with revised service information. The following exceptions specified in paragraphs (i)(1) and (i)(2) of this AD apply.

(1) Where the terminating action in Part 3 of Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001, and Revision 3, dated April 4, 2012; and Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002, and Revision 2, dated March 23, 2012; as applicable; is specified as corrective action, this AD requires that the terminating action, if required, be accomplished before further flight.

(2) Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001; and Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012; specify to contact Boeing before the terminating action is done as corrective action for any cracking or fracture found on a Model 767-200, -300, or -300F series airplane with the tool runout. However, this AD requires that any such crack or fracture on those airplanes be repaired in accordance with Part 3 of Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001; or the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012. This AD does not require a report.

(j) Retained Optional Terminating Action

This paragraph restates the provisions of paragraph (f) of AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003). Unless required to do so by paragraph (h) of this AD, operators may choose to accomplish the terminating action (including replacement of the fittings with new fittings, and reinstallation of existing upper skin access panels and fairing midsections on the trailing edge of the main flap) in accordance with Part 3 of the Work Instructions of Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001; or Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002; as applicable; or do the terminating actions specified in paragraph (o) of this AD. As of the effective date of this AD, use only the terminating action specified in paragraph (o) of this AD. Accomplishment of the terminating action terminates the repetitive inspection requirements of paragraph (h) of this AD.

(k) Parts Installation Limitations

As of the effective date of this AD, no person may install on any airplane identified in paragraph (c) of this AD, a hinge fitting assembly that has part number (P/N) 113T2271-13, 113T2271-14, 113T2271-23, 113T2271-24, 113T2271-29, 113T2271-30, 113T2271-33, 113T2271-34, 113T2271-401, or 113T2271-402, unless the applicable requirements of this AD have been accomplished for that fitting.

(l) Retained Credit for Previous Actions, With Revised Credit Provisions

This paragraph restates the provisions of paragraph (g) of AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), with revised credit provisions. This paragraph provides credit for actions required by paragraphs (g)(1), (h), and (j) of this AD, if those actions were performed before July 29, 2003 (the effective date of AD 2003-13-01), using Boeing Alert Service Bulletin 767-57A0076, dated October 26, 2000, which is not incorporated by reference in this AD.

(m) New Initial Inspection

For Model 767-400ER airplanes identified in Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012, on which the inspection required in paragraph (g) of this AD has not been done as of the effective date of this AD: Before the accumulation of 6,000 total flight cycles, or within 750 flight cycles after the effective date of this AD, whichever occurs later, perform either a detailed inspection or a detailed inspection plus an eddy current inspection to detect cracks or fractures of the outboard hinge fitting assemblies on the trailing edge of the inboard main flap, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012. Accomplishment of this inspection terminates the inspection requirement of paragraph (g)(2) of this AD. If any cracking or fracture is found, before further flight, replace the fittings in accordance with Part 3 of the Work Instructions of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012.

(n) New Repetitive Inspections

Repeat the inspection specified in paragraph (h) or (m) of this AD, as applicable, at intervals not to exceed the time specified in paragraph (n)(1) or (n)(2) of this AD, as applicable, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012 (for Model 767-200, -300, and -300F series airplanes); or Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012 (for Model 767-400ER series airplanes); until the actions specified in paragraph (o) of this AD are done.

(1) If the most recent inspection was a detailed inspection: Do the next inspection within 300 flight cycles after doing the detailed inspection, and continue to repeat the inspection(s) thereafter at the time specified in paragraph (n) of this AD.

(2) If the most recent inspections were a detailed inspection and an eddy current inspection: Do the next inspections at the applicable time specified in paragraph (n)(2)(i) or (n)(2)(ii) of this AD, and continue to repeat the inspection(s) thereafter at the time specified in paragraph (n) of this AD.

(i) For Model 767-200, -300, and -300F series airplanes: Do the next inspection at the applicable time specified in paragraph (n)(2)(i)(A) or (n)(2)(i)(B) of this AD.

(A) If the detailed inspection and eddy current inspection were done before the effective date of this AD: Do the next inspection within 1,500 flight cycles after doing the detailed and eddy current inspections.

(B) If the detailed inspection and eddy current inspection were done on or after the effective date of this AD: Do the next inspection within 750 flight cycles after doing the detailed and eddy current inspection.

(ii) For Model 767-400ER series airplanes: Do the next inspection within 750 flight cycles after doing the detailed inspection and eddy current inspection.

(o) New Optional Terminating Action

Replacement of the inboard main flap outboard hinge fittings in accordance with step 4 of Part 3 of the Work Instructions of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012 (for Model 767-400ER series airplanes); or step 4 of Part 3 of the Work Instructions of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012 (for Model 767-200, -300, and -300F series airplanes); terminates the repetitive inspections required by paragraphs (h) and (n) of this AD.

(p) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (g)(2) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 767-57A0079, Revision 1, dated May 6, 2010, which is not incorporated by reference in this AD.

(2) This paragraph provides credit for actions required by paragraphs (h), (n), and (o) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (p)(2)(i), (p)(2)(ii), (p)(2)(iii), or (p)(2)(iv) of this AD.

(i) Boeing Alert Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001, which was incorporated by reference in AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), and continues to be incorporated by reference in this AD.

(ii) Boeing Alert Service Bulletin 767-57A0076, Revision 2, dated November 22, 2006, which is not incorporated by reference in this AD.

(iii) Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002, which was incorporated by reference in AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), and continues to be incorporated by reference in this AD.

(iv) Boeing Alert Service Bulletin 767-57A0079, Revision 1, dated May 6, 2010, which is not incorporated by reference in this AD.

(3) This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraph (p)(3)(i) or (p)(3)(ii) of this AD.

(i) Boeing Alert Service Bulletin 767-57A0076, Revision 2, dated November 22, 2006, which is not incorporated by reference in this AD.

(ii) Boeing Alert Service Bulletin 767-57A0079, Revision 1, dated May 6, 2010, which is not incorporated by reference in this AD.

(q) 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 (r)(1) of this AD. Information may be emailed to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(4) AMOCs approved previously in accordance with AD 2003-13-01, Amendment 39-13201 (68 FR 37402, June 24, 2003), are approved as AMOCs for the corresponding provisions of paragraphs (g), (h), (i), and (j) of this AD.

(r) Related Information

(1) For more information about this AD, contact Wayne Lockett, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office ACO, 1601 Lind Avenue SW., Renton, WA 98057-3356; phone: 425-917-6447; fax: 425-917-6590; email: wayne.lockett@faa.gov.

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

(s) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on November 13, 2015.

(i) Boeing Alert Service Bulletin 767-57A0079, Revision 2, dated March 23, 2012.

(ii) Boeing Alert Service Bulletin 767-57A0076, Revision 3, dated April 4, 2012.

(4) The following service information was approved for IBR on July 29, 2003 (68 FR 37402, June 24, 2003).

(i) Boeing Alert Service Bulletin 767-57A0079, dated June 20, 2002.

(ii) Boeing Service Bulletin 767-57A0076, Revision 1, dated March 29, 2001.

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

(6) You may view this service information at 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 September 30, 2015.

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



2015-20-01 Lockheed Martin Corporation/Lockheed Martin Aeronautics Company:
Amendment 39-18279; Docket No. FAA-2015-1419; Directorate Identifier 2014-NM-183-AD.

(a) Effective Date

This AD is effective November 13, 2015.

(b) Affected ADs

This AD affects AD 81-03-53R1, Amendment 39-4301 (Docket No. 81-NW-97-AD) (47 FR 3347, January 25, 1982).

(c) Applicability

This AD applies to Lockheed Martin Corporation/Lockheed Martin Aeronautics Company Model 188A and 188C airplanes, certificated in any category, serial numbers 1001 and subsequent.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder indicating the left and right lower surface panels of the wings are subject to widespread fatigue damage. We are issuing this AD to prevent fatigue cracking of the left and right lower surface panels of the wings on the inboard and outboard sides of the buttock line (BL) 65 splice joint, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Inspections and Repair

At the later of the times specified in paragraphs (g)(1) and (g)(2) of this AD: Inspect for cracking of the inboard and outboard sides of the lower splice joint at BL 65, using X-ray, ultrasonic, and bolt-hole eddy current inspection techniques, as applicable, and repair any cracking found, in accordance with the Accomplishment Instructions of Lockheed Martin Electra Service Bulletin 88/SB-707C, Revision C, dated April 30, 2014. All applicable repairs must be done before further flight. Repeat the inspections at intervals not to exceed 2,000 flight hours, until the modification required by paragraph (h) of this AD has been done. Accomplishing the inspections required by this paragraph terminates the inspections required by paragraphs A. and B. of AD 81-03-53R1, Amendment 39-4301 (Docket No. 81-NW-97-AD) (47 FR 3347, January 25, 1982).

(1) Before the accumulation of 19,000 total flight hours.

(2) Within 600 flight hours or 365 days after the effective date of this AD, whichever occurs first.

(h) Modification

At the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD: Do a bolt-hole eddy current inspection of all open holes for cracking, repair any cracking found before further flight, and modify the BL 65 wing root lower joint, in accordance with the Accomplishment Instructions of Lockheed Martin Electra Service Bulletin 88/SB-707C, Revision C, dated April 30, 2014.

Accomplishing this modification terminates the inspections required by paragraph (g) of this AD.

(1) Before the accumulation of 29,000 total flight hours.

(2) Within 600 flight hours or 365 days after the effective date of this AD, whichever occurs first.

(i) No Reporting Required

Although Lockheed Martin Electra Service Bulletin 88/SB-707C, Revision C, dated April 30, 2014, specifies to submit a report of crack findings, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (k) of this AD.

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

(k) Related Information

For more information about this AD, contact Carl Gray, Aerospace Engineer, Airframe Branch, ACE-117A, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5554; fax: 404-474-5605; email: carl.w.gray@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Lockheed Martin Electra Service Bulletin 88/SB-707C, Revision C, dated April 30, 2014.

(ii) Reserved.

(3) For service information identified in this AD, contact Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, Airworthiness Office, Dept. 6A0M, Zone 0252, Column P-58, 86 S. Cobb Drive, Marietta, GA 30063; telephone 770-494-5444; fax 770-494-5445; email ams.portal@lmco.com; Internet <http://www.lockheedmartin.com/ams/tools/TechPubs.html>.

(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 September 17, 2015.

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



2015-20-03 Pratt & Whitney Canada Corp.: Amendment 39-18281; Docket No. FAA-2013-1059; Directorate Identifier 2013-NE-36-AD.

(a) Effective Date

This AD is effective November 18, 2015.

(b) Affected ADs

This AD replaces AD 2014-14-02, Amendment 39-17896 (79 FR 39958, July 11, 2014).

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) PW120, PW121, and PW121A turboprop engines with post SB 21610 configuration; PW124B, PW127, PW127E, and PW127F turboprop engines with post SB 21607 configuration; PW127E and PW127F turboprop engines with serial numbers (S/Ns) PCE-EB0366 and earlier; PW127G turboprop engines with S/Ns PCE-AX0275 and earlier; and PW127M turboprop engines with S/Ns PCE-ED0810 and earlier.

(d) Unsafe Condition

This AD was prompted by reports of fuel seepage past the metal-to-metal sealing surfaces of the fuel nozzle and fuel manifold flow adapter. We are issuing this AD to prevent in-flight fuel leakage, engine fire, damage to the engine, and damage to the airplane.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done. Within 1,500 flight hours after the effective date of this AD, or at the next engine shop visit, whichever occurs first:

- (1) Remove the O-ring seal from the fuel manifold fitting,
- (2) Remove fuel manifold flow adapter, part numbers (P/Ns) 3059754-01, 3059757-01, and 3059760-01; and
- (3) Install a fuel nozzle gasket and fuel manifold flow adapter that are eligible for installation, in accordance with paragraphs 3.A, 3.B, and 3.C of P&WC SB No. PW100-72-21861, dated November 21, 2014.

(f) Installation Prohibition

After the effective date of this AD, fuel manifold adapter, P/Ns 3059754-01, 3059757-01, and 3059760-01, and fuel manifold gasket, P/N 3079354-01, are not eligible for installation in any engine.

(g) Definition

For the purpose of this AD, an engine shop visit is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges. The separation of engine flanges solely for the purpose of transportation without subsequent engine maintenance does not constitute an engine shop visit.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(i) Related Information

(1) For more information about this AD, contact Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7146; fax: 781-238-7199; email: barbara.caufield@faa.gov.

(2) Refer to MCAI Transport Canada AD CF-2014-41, dated November 26, 2014, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-1059.

(j) Material Incorporated by Reference

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

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

(i) Pratt & Whitney Canada Corp. Service Bulletin (SB) No. PW100-72-21861, dated November 21, 2014.

(ii) Reserved.

(3) For Pratt & Whitney Canada Corp. service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin Blvd., Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: www.pwc.ca.

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

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

Issued in Burlington, Massachusetts, on September 22, 2015.

Colleen M. D'Alessandro,
Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-20-06 Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc.):
Amendment 39-18285. Docket No. FAA-2015-0684; Directorate Identifier 2014-NM-215-AD.

(a) Effective Date

This AD becomes effective November 10, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Viking Air Limited (Type Certificate previously held by Bombardier, Inc.) Model DHC-7-1 and DHC-7-100 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracks that were discovered in the outboard nacelles upper longeron channels and angles. We are issuing this AD to detect and correct cracks in the outboard nacelles upper longeron channels and angles, which could lead to the loss of stiffness in the forward engine mount; and possible catastrophic failure.

(f) Compliance

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

(g) Inspection and Repair

Within 6 months after the effective date of this AD, do a one-time detailed visual inspection for cracking in the outboard nacelles upper longeron channels and angles, in accordance with the Accomplishment Instructions of Viking Air Limited Service Bulletin V7-54-02, Revision NC, dated December 14, 2012. If any cracking is found during the inspection required by this paragraph: Before further flight, repair using a method approved by the Manager, New York Aircraft Certification Office (ACO), ANE-170, FAA; or Transport Canada Civil Aviation (TCCA); or Viking Air Limited's (Type Certificate Previously Held by Bombardier, Inc.) TCCA Design Approval Organization (DAO).

(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 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 TCCA; or Viking Air Limited's (Type Certificate Previously Held by Bombardier, Inc.) TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(i) 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.

(j) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-34, dated October 2, 2014, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0684-0002>.

(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) Viking Air Limited Service Bulletin V7-54-02, Revision NC, dated December 14, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Viking Air Limited, 9574 Hampden Road, Sidney, British Columbia V8L 8V5, Canada; telephone 250-656-7227; fax 250-656-0673; email technical.publications@vikingair.com; Internet <http://www.vikingair.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 September 27, 2015.

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



2015-20-07 Bombardier, Inc.: Amendment 39-18286. Docket No. FAA-2014-1046; Directorate Identifier 2014-NM-021-AD.

(a) Effective Date

This AD becomes effective November 10, 2015.

(b) Affected ADs

None.

(c) Applicability

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

(1) Bombardier, Inc. Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial number (S/N) 10002 and subsequent.

(2) Bombardier, Inc. Model CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) airplanes, S/N 15001 and subsequent.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that no instructions for continued airworthiness exist for the nose landing gear (NLG) alternate extension actuator of the NLG alternate release system. We are issuing this AD to prevent failure of the NLG alternate release system and, if the normal NLG extension system also fails, failure of the NLG to extend, and consequent damage to the airplane and injury to occupants.

(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 the information specified in Task 320100-225, Restoration of the NLG Manual Release Actuator, of Subject 1-32, Landing Gear, of Section 1, Systems and Powerplant Program, Volume 1 of Part 1, Maintenance Review Board Report, Revision 14, dated July 10, 2013, of the CRJ 700/900/1000 Maintenance Requirements Manual, CSP-B-053. The initial compliance time for the task is specified in paragraph (h) of this AD.

(h) Initial Task Compliance Time

Before the accumulation of 20,000 total flight cycles, or within 5,500 flight cycles after the effective date of this AD, whichever occurs later: Perform the initial restoration specified in Task 320100-225, Restoration of the NLG Manual Release Actuator, of Subject 1-32, Landing Gear, of Section 1, Systems and Powerplant Program, Volume 1 of Part 1, Maintenance Review Board Report, Revision 14, dated July 10, 2013, of the CRJ 700/900/1000 Maintenance Requirements Manual, CSP-B-053.

(i) No Alternative Actions and Intervals

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

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

Refer to MCAI Canadian Airworthiness Directive CF-2013-24R1, dated December 24, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1046-0002>.

(l) Material Incorporated by Reference

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

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

(i) Task 320100-225, Restoration of the NLG Manual Release Actuator, of Subject 1-32, Landing Gear, of Section 1, Systems and Powerplant Program, Volume 1 of Part 1, Maintenance Review Board Report, Revision 14, dated July 10, 2013, of the CRJ 700/900/1000 Maintenance Requirements Manual, CSP-B-053.

(ii) Reserved.

(3) For service information identified in this AD, 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 September 27, 2015.

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



2015-20-08 Dassault Aviation: Amendment 39-18287. Docket No. FAA-2015-0934; Directorate Identifier 2014-NM-030-AD.

(a) Effective Date

This AD becomes effective November 12, 2015.

(b) Affected ADs

None.

(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 manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by reports of defective fire extinguisher tubes. It was determined the defects were caused by corrosion. We are issuing this AD to detect and correct cracking and corrosion in the fire extinguisher tubes, which could impact the capability to extinguish an engine fire, and possibly result in damage to the airplane and injury to the passengers.

(f) Compliance

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

(g) Inspection

For airplanes identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD: Within 13 months or 450 flight hours, whichever occurs first after the effective date of this AD, do a general visual inspection of the fire extinguisher tubes for cracking and corrosion, 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). Repeat the inspection thereafter at intervals not to exceed 13 months.

(1) Model FAN JET FALCON airplanes and Model FAN JET FALCON SERIES C, D, E, F, and G airplanes, equipped with any fire extinguisher tubes having part numbers MY20791-101, MY20791-101-1, MY20791-102, MY20791-102-1, MY20791-117, and MY20791-112.

(2) Model MYSTERE-FALCON 200 airplanes equipped with any fire extinguisher tubes having part numbers M20H791000210B1 and M20H791000240B1.

(3) Model MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes equipped with any fire extinguisher tubes having part numbers M20R791101, M20R791101A1, and M20R791102.

(h) Corrective Action

If, during any inspection required by paragraph (g) of this AD, any cracking or corrosion is found, before further flight, replace the tube with a serviceable tube having a part number specified in Table 1 to paragraph (h) of this AD, as applicable.

Table 1 to Paragraph (h) of This AD—Serviceable Fire Extinguisher Tubes

For model—	Equipped with affected pin—	Replace with serviceable pin—
FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes	MY20791-101	MY20791-101-2.
FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes	MY20791-101-1	MY20791-101-2.
FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes	MY20791-102	MY20791-102-2.
FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes	MY20791-102-1	MY20791-102-2.
FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes	MY20791-117	MY20791-117n-1.
FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G airplanes	MY20791-112	MY20791-112-1.
MYSTERE-FALCON 200 airplanes	M20H791000210B1	M20H791000210B2.
MYSTERE-FALCON 200 airplanes	M20H791000240B1	M20H791000240B2.
MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes	M20R791101	M20R791101A2.
MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes	M20R791101A1	M20R791101A3.
MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes	M20R791102	M20R791102A2.

(i) Terminating Action for the Repetitive Inspections

Replacement of an affected tube with a serviceable tube, as required by paragraph (h) of this AD, constitutes a terminating action for the repetitive inspections required by paragraph (g) of this AD.

(j) Parts Installation Prohibition

As of the effective date of this AD, no person may install a tube having a part number identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, on any airplane.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: 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 the European Aviation Safety Agency (EASA); or Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2013-0299, dated December 19, 2013, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0934-0002>.

(m) Material Incorporated by Reference

None.

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



2015-20-10 Gulfstream Aerospace Corporation: Amendment 39-18289; Docket No. FAA-2015-0677; Directorate Identifier 2013-NM-244-AD.

(a) Effective Date

This AD is effective November 13, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Gulfstream Aerospace Corporation Model GVI airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of corrosion on in-service air non-return valves. We are issuing this AD to ensure the flightcrew is provided with procedures to mitigate the risks associated with failure of the high pressure (HP) Stage 5 air non-return valve. Failure of the HP Stage 5 air non-return valve in the open position could result in engine instability and uncommanded in-flight shutdown.

(f) Compliance

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

(g) Revision of the Airplane Flight Manual (AFM)

Within 30 days after the effective date of this AD: Revise the Emergency Procedures section of the AFM by inserting Section 04-08-20, Normal Airstart–Automatic; Section 04-08-30, Manual Airstart–Starter Assist; and Section 04-08-40, Manual Airstart–Windmilling; of Chapter 04, Emergency Procedures; of the Gulfstream GVI (G650) AFM, Document Number GAC-AC-G650-OPS-0001, Revision 5, dated August 12, 2013.

(h) Revision of Maintenance or Inspection Program

Within 30 days after the effective date of this AD: Revise the airplane maintenance manual or inspection program, as applicable, by incorporating the requirement for the HP Stage 5 air non-return

valve from Section 05-10-10, Airworthiness Limitations, of Chapter 05, Time Limits/Maintenance Checks, of the Gulfstream GVI (G650) Maintenance Manual (MM), Revision 4, dated September 30, 2013. The initial compliance time for replacement of the HP Stage 5 air non-return valve is at the applicable time specified in Section 05-10-10, Airworthiness Limitations, of Chapter 05, Time Limits/Maintenance Checks, of the Gulfstream GVI (G650) MM, Revision 4, dated September 30, 2013, or within 30 days after the effective date of this AD, whichever occurs later.

(i) No Alternative Actions or Intervals

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

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (k) of this AD.

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

(k) Related Information

For more information about this AD, contact Darby Mirocha, Continued Operational Safety and Certificate Management, ACE-102A, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5573; fax: 404-474-5606; email: Darby.Mirocha@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Section 04-08-20, Normal Airstart–Automatic, of Chapter 04, Emergency Procedures, of the Gulfstream GVI (G650) Airplane Flight Manual, Document Number GAC-AC-G650-OPS-0001, Revision 5, dated August 12, 2013.

(ii) Section 04-08-30, Manual Airstart–Starter Assist, of Chapter 04, Emergency Procedures, of the Gulfstream GVI (G650) Airplane Flight Manual, Document Number GAC-AC-G650-OPS-0001, Revision 5, dated August 12, 2013.

(iii) Section 04-08-40, Manual Airstart–Windmilling, of Chapter 04, Emergency Procedures, of the Gulfstream GVI (G650) Airplane Flight Manual, Document Number GAC-AC-G650-OPS-0001, Revision 5, dated August 12, 2013.

(iv) Section 05-10-10, Airworthiness Limitations, of Chapter 05, Time Limits/Maintenance Checks, of the Gulfstream GVI (G650) Maintenance Manual, Revision 4, dated September 30, 2013.

(3) For service information identified in this AD, contact Gulfstream Aerospace Corporation, Technical Publications Dept., P.O. Box 2206, Savannah, GA 31402-2206; telephone 800-810-4853;

fax 912-965-3520; email pubs@gulfstream.com; Internet
http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

(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 September 30, 2015.

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