

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2015-14

6/29/2015 - 7/12/2015



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	The Boeing Company	777-200, -200LR, -300, and -300ER series
2015-12-05	R 2007-13-05 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



2015-13-08 Dassault Aviation: Amendment 39-18195. Docket No. FAA-2015-1988; Directorate Identifier 2015-NM-085-AD.

(a) Effective Date

This AD becomes effective June 30, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Dassault Aviation Model FALCON 2000EX airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a quality review of recently delivered airplanes which identified a manufacturing deficiency of some engine air inlet anti-ice piccolo tubes. We are issuing this AD to detect and correct reduced performance of the engine anti-ice protection system, leading to ice accretion and ingestion into the engines, which could result in dual engine power loss and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revision

(1) Within 10 flight cycles after the effective date of this AD: Revise the Limitations Section of the Dassault Falcon 2000EX AFM to include the statement in figure 1 to this paragraph. This may be done by inserting a copy of this AD in the AFM. When a statement identical to that in figure 1 to this paragraph has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

Figure 1 to Paragraph (g) of this AD—New AFM Language

Amendment to AFM sections 4-200-05, 4-200-05A, OPERATION IN ICING CONDITIONS. This amendment comes in addition to existing AFM procedures.

Engine Anti-Ice System Operation

During in-flight operation of an engine anti-ice system (ENG ANTI-ICE) maintain the N1 of both engines equal to or more than the values defined below, as applicable to atmospheric condition.

Minimum N1 values required during in-flight operation of an engine anti-ice system

Z	TAT			
	-30° C	-15° C	0° C	+10° C
31,000 ft	72.6	65.6	50.8	50.8
22,000 ft	70.4	61.7	50.8	50.1
3,000 ft	55.3	52.9	47.4	46.8
0 ft	52.9	52.9	47.4	46.8

TAT – Total air temperature, Z – Altitude

Note 1: Maintaining the N1 above the minimum anti-ice N1 on both engines may lead to exceedance of approach speed. Early approach or landing configuration of an airplane and/or application of airbrakes may be used to control the excessive airspeed. If the airspeed remains higher than required, it is authorized to reduce the thrust by reducing the N1 below the values indicated in the table in this figure for **the last 3 minutes before touchdown**. In this case, disengage Autothrottle if previously engaged. This 3 minutes operation below the minimum N1 does not apply to any other in-flight icing situation.

Note 2: During ground operations before takeoff, the engine anti-ice system remains efficient when engine power levers are at idle.

(2) Airplanes on which the air engine inlet on both engines has a mark "NRK" on the associated data plate are not affected by the requirements in paragraph (g)(1) of this AD.

Note 1 to paragraph (g)(2) of this AD: Engine air inlets which have been refurbished and comply with the design standard are marked as "NRK" on the air inlet data plate.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: 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.

(i) Related Information

Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Emergency Airworthiness Directive 2015-0102-E, dated June 8, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1988.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on June 19, 2015.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-14-01 Bombardier, Inc.: Amendment 39-18199. Docket No. FAA-2014-0569; Directorate Identifier 2014-NM-047-AD.

(a) Effective Date

This AD becomes effective August 11, 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 4411 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report of loose bolts that are intended to secure the translating door crank assembly to the outside handle shaft. We are issuing this AD to prevent loose bolts from falling out. If both bolts become loose or fall out after the door is closed and locked, the door cannot be opened from inside or outside, which could impede evacuation in the event of an emergency.

(f) Compliance

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

(g) Inspection and Corrective Actions

Within 600 flight hours or 100 days, whichever occurs first after the effective date of this AD: Do a detailed inspection of the aft translating door crank assembly for loose bolts, in accordance with paragraph 3.B., "Procedure," of Part A–INSPECTION, of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-75, Revision A, dated July 11, 2013. Doing the applicable actions specified in paragraph (g)(1) or (g)(2) of this AD terminates the requirements of this paragraph.

(1) If any loose bolt is found: Before further flight, remove and reinstall the translating door crank assembly bolt, in accordance with paragraph 3.B., "Procedure," and steps 3.C.(4) and 3.C.(5) of paragraph 3.C., "Close Out," of Part B–RECTIFICATION, of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-75, Revision A, dated July 11, 2013.

(2) If no loose bolt is found: Within 6,000 flight hours or 36 months, whichever occurs first after the effective date of this AD, remove and reinstall the translating door crank assembly bolts, in accordance with paragraph 3.B., "Procedure," and steps 3.C.(4) and 3.C.(5) of paragraph 3.C., "Close

Out," of Part B–RECTIFICATION, of the Accomplishment Instructions of Bombardier Service Bulletin 84-52-75, Revision A, dated July 11, 2013.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g), (g)(1), and (g)(2) of this AD, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 84-52-75, dated July 27, 2012, which is not incorporated by reference in this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Branch, ANM-116, Transport Airplane 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.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2014-08, dated February 10, 2014. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0569-0002>.

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

(k) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 84-52-75, Revision A, dated July 11, 2013.

(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 June 25, 2015.
Jeffrey E. Duven,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.