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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2016-9521; Product Identifier 2016-NM-061-AD; Amendment 39-19018; AD 2017-18-09]

RIN 2120-AA64

Airworthiness Directives; Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.) Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for all Airbus Defense and Space S.A. Model CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes. This AD was prompted by reports of excessive play between bushings and their respective fitting housings at certain elevator fittings. This AD requires a one-time detailed inspection and repetitive eddy current inspections of the elevator hinge fitting and bracket assembly, and corrective actions if necessary. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 10, 2017.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of October 10, 2017.

ADDRESSES: For service information identified in this final rule, contact Airbus Defense and Space, Services/Engineering Support, Avenida de Aragón 404, 28022 Madrid, Spain; fax +34 91 585 31 27; email MTA.TechnicalService@airbus.com. You may view this referenced service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9521.

Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9521; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The street address for the

Docket Office (telephone 800-647-5527) is Docket Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1112; fax: 425-227-1149.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to all Airbus Defense and Space S.A. Model CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes. The NPRM published in the Federal Register on January 5, 2017 (82 FR 1269) (“the NPRM”). The NPRM was prompted by reports of excessive play between bushings and their respective fitting housings at certain elevator fittings. The NPRM proposed to require a one-time detailed inspection and repetitive eddy current inspections of the elevator hinge fitting and bracket assembly, and corrective actions if necessary. We are issuing this AD to prevent excessive play between bushings and their respective fitting housings, which could lead to failure or detachment of any of the affected structural parts, with a possible result of reduced control of the airplane.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2016-0075, dated April 19, 2016 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for all Airbus Defense and Space S.A. Model CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes. The MCAI states:

Excessive play between bushings and their respective fitting housing was reported at Stabilizer Station (STA) 4850, affecting the outboard and inboard elevator hinge fittings and attachment fittings; and the horizontal stabilizer elevator linkage. Additionally, excessive misalignment was detected between the elevator hinge fittings and the elevator brackets during further analysis of the reported cases. Furthermore, an occurrence of an elevator hinge fitting crack was reported.

This condition, if not detected and corrected, could lead to failure or detachment of any of the affected structural parts, possibly resulting in reduced control of the aeroplane.

To address this potentially unsafe condition, Airbus Defence & Space (D&S) issued Alert Operator Transmissions (AOT) AOT-CN235-55-0001 Revision 2 and AOT-C295-55-0001 Revision 2 to provide inspection instructions to detect misalignment between the elevator hinge fittings and the elevator brackets. Additionally, Airbus D&S issued AOT-CN235-55-0003 and AOT-C295-55-0003 to provide inspection instructions to detect cracking of elevator hinge fitting and attachment fitting.

For the reasons described above, this [EASA] AD requires a one-time [detailed] inspection of the elevator hinge fittings and the elevator brackets, repetitive [eddy current] inspections of elevator hinge fittings and attachment fittings, and depending on findings, accomplishment of applicable corrective action(s) [e.g. repair(s)].

You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9521.

Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion

We reviewed the relevant data and determined that air safety and the public interest require adopting this AD as proposed, except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

Airbus Defense and Space S.A. has issued the following Alert Operators Transmissions (AOT).

- Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015. The service information describes procedures for a detailed visual inspection of the elevator hinge fitting and bracket assembly to detect excessive play between bushings and their respective fitting housings, and to detect cracks; and corrective actions if necessary.
- Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015. The service information describes procedures for repetitive eddy current inspections to detect cracks in the elevator hinge fitting and bracket assembly, and corrective actions if necessary.
- Airbus Defense and Space S.A. AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015. The service information describes procedures for a detailed visual inspection of the elevator hinge fitting and bracket assembly to detect excessive play between bushings and their respective fitting housings, and to detect cracks; and corrective actions if necessary.
- Airbus Defense and Space S.A. AOT AOT-C295-55-0003, dated December 22, 2015. The service information describes procedures for repetitive eddy current inspections to detect cracks in the elevator hinge fitting and bracket assembly, and corrective actions if necessary.

These documents are distinct since they apply to different airplane models in different configurations. This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the ADDRESSES section.

Costs of Compliance

We estimate that this AD affects 14 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

Estimated Costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection	2 work-hours × \$85 per hour = \$170 per inspection cycle	\$0	\$170 per inspection cycle	\$2,380 per inspection cycle.

We estimate the following costs to do any necessary repairs that will be required based on the results of the inspection. We have no way of determining the number of airplanes that might need this repair:

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Repair	45 work-hours × \$85 per hour = \$3,825	\$10,000	\$13,825

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs,” describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in “Subtitle VII, Part A, Subpart III, Section 44701: General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a “significant regulatory action” under Executive Order 12866;
2. Is not a “significant rule” under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);
3. Will not affect intrastate aviation in Alaska; and
4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39–AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2017-18-09 Airbus Defense and Space S.A. (Formerly Known as Construcciones Aeronauticas, S.A.): Amendment 39-19018; Docket No. FAA-2016-9521; Product Identifier 2016-NM-061-AD.

(a) Effective Date

This AD is effective October 10, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Defense and Space S.A. (formerly known as Construcciones Aeronauticas, S.A.) Model CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 55, Stabilizers.

(e) Reason

This AD was prompted by reports of excessive play between bushings and their respective fitting housings at certain elevator fittings. We are issuing this AD to prevent excessive play between bushings and their respective fitting housings, which could lead to failure or detachment of any of the affected structural parts, with a possible result of reduced control of the airplane.

(f) Compliance

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

(g) One-Time Detailed Visual Inspection

Before exceeding 600 flight hours since first flight of the airplane, or within 300 flight hours after the effective date of this AD, whichever occurs later, but not before exceeding 300 flight hours since first flight of the airplane: Do a detailed visual inspection of the elevator hinge fitting and bracket assembly to detect excessive play between bushings and their respective fitting housings, and to detect cracks, in accordance with the instructions of Airbus Defense and Space S.A. Alert Operators Transmission (AOT) AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015; as applicable.

(h) Corrective Action for Discrepancies Found During Detailed Visual Inspection

If, during the inspection required by paragraph (g) of this AD, any discrepancy is detected, as defined in the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001 Revision 2, dated April 9, 2015; as applicable: Before further flight, accomplish applicable corrective actions, in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015; as applicable. Where Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 2, dated March 10, 2015; or AOT AOT-C295-55-0001 Revision 2, dated April 9, 2015; specifies to contact Airbus Defense and Space S.A. for corrective actions, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(i) Repetitive Eddy Current Inspections—Model CN-235, CN-235-100, CN-235-200, and CN-235-300 Airplanes

For Model CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes: Do the actions required by paragraphs (i)(1) and (i)(2) of this AD.

(1) Within the applicable compliance time specified in table 1 to paragraph (i)(1) of this AD: Do an eddy current inspection to detect cracks in the elevator hinge fitting and bracket assembly, in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015.

Table 1 to Paragraph (i)(1) of This AD—Initial Compliance Times for Model CN-235, CN-235-100, CN-235-200, and CN-235-300 Airplanes

Manufacturer's Serial No. (MSN)	Elevator hinge fitting (part No.)	Compliance time for initial eddy current inspection (whichever occurs later)	
MSN001 through MSN154 inclusive	35-31193-0201 35-31193-0202	Before exceeding 8,800 flight cycles since first flight of the airplane; or before exceeding the applicable flight hours since first flight of the airplane as calculated in table 2 to paragraph (i)(1) of this AD; whichever occurs first	Within 300 flight cycles after the effective date of this AD.
MSN155 through MSN241 inclusive	35-31193-0501 35-31193-0502	Before exceeding 3,600 flight cycles since first flight of the airplane; or before exceeding the applicable flight hours since first flight of the airplane as calculated in table 2 to paragraph (i)(1) of this AD; whichever occurs first	Within 300 flight cycles after the effective date of this AD.
MSN242 through MSN999 inclusive	35-31193-0503 35-31193-0504	Before exceeding 1,000 flight cycles since first flight of the airplane; or before exceeding the applicable flight hours since first flight of the airplane as calculated in table 2 to paragraph (i)(1) of this AD; whichever occurs first	Within 50 flight cycles after the effective date of this AD.

Table 2 to Paragraph (i)(1) of This AD—Flight Cycles to Flight Hour Conversion Since First Flight of the Airplane

CN-235 Model/version	Civilian or military type certificate	Flight cycles to flight hours conversion
CN-235 (Commercial Identification S10)	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-100	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-200	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.806.
CN-235-300	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235 (Commercial Identification S10M)	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-100M	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 2.222.
CN-235-200M	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 2.222.
CN-235-300M	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 2.167.
CN-235-100M/IR01	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 1.389.
CN-235-100M/EA02V	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 1.389.
CN-235-200M/CL02	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 1.389.
CN-235/EA01F (Commercial Identification S10M)	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 0.861.
CN-235-300/SM01	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 3.125.

CN-235 -300M/CG01, -300M/GC01, -300/MM01, -300/CL04	Military	Flight hours since first flight of the airplane = the applicable flight cycles from table 1 to paragraph (i)(1) of this AD \times 3.125.
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(2) Repeat the eddy current inspection specified in paragraph (i)(1) of this AD thereafter within the applicable interval specified in table 3 to paragraph (i)(2) of this AD.

Table 3 to Paragraph (i)(2) of This AD—Repetitive Inspection Intervals

Manufacturer's serial No.	Elevator attachment fitting (P/N)	Compliance time for repetitive eddy current inspections
MSN001 through MSN154 inclusive	35-31193-0201 35-31193-0202	Before exceeding 1,300 flight cycles since the most recent inspection; or before exceeding the applicable flight hours since the most recent inspection as calculated in table 4 to paragraph (i)(2) of this AD; whichever occurs first.
MSN155 through MSN241 inclusive	35-31193-0501 35-31193-0502	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding the applicable flight hours since the most recent inspection as calculated in table 4 to paragraph (i)(2) of this AD; whichever occurs first.
MSN242 through MSN999 inclusive	35-31193-0503 35-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding the applicable flight hours since the most recent inspection as calculated in table 4 to paragraph (i)(2) of this AD; whichever occurs first.

Table 4 to Paragraph (i)(2) of This AD—Flight Cycles to Flight Hour Conversion for Repetitive Inspections

CN-235 Model/version	Civilian or military type certificate	Flight cycles to flight hours conversion
CN-235 (Commercial Identification S10)	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235-100	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235-200	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.806.
CN-235-300	Civilian	Flight hours since first flight of the airplane = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235 (Commercial Identification S10M)	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.

CN-235-100M	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 2.222.
CN-235-200M	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 2.222.
CN-235-300M	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 2.167.
CN-235-100M/IR01	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 1.389.
CN-235-100M/EA02V	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 1.389.
CN-235-200M/CL02	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 1.389.
CN-235/EA01F (Commercial Identification S10M)	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 0.861.
CN-235-300/SM01	Civilian	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 3.125.
CN-235 -300M/CG01, -300M/GC01, -300/MM01, -300/CL04	Military	Flight hours since most recent inspection = the applicable flight cycles from table 3 to paragraph (i)(2) of this AD \times 3.125.

(j) Repetitive Eddy Current Inspections—Model C-295 Airplanes

For Model C-295 airplanes: Do the actions required by paragraphs (j)(1) and (j)(2) of this AD.

(1) At the later of the times specified in table 5 to paragraph (j)(1) of this AD: Do an eddy current inspection of the elevator hinge fitting and attachment fitting to detect cracks, in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-C295-55-0003, dated December 22, 2015.

Table 5 to Paragraph (j)(1) of This AD—Initial Compliance Times for Model C-295 Airplanes

C-295 Model/Version	Manufacturer's Serial Number (MSN)	Elevator Hinge Fitting (Part Number)	Compliance time for initial eddy current inspection (whichever occurs later)	
C-295M/ EA03(01-10), RJ01 (01-02), PO01(01-08), AG01(01-06), BR01(01-03)	MSN001 through MSN030 inclusive	95-31193-0501 95-31193-0502	Since first flight of the airplane: Before exceeding 3,600 flight cycles; or before exceeding 5,040 flight hours; whichever occurs first	Within 300 flight cycles after the effective date of this AD.
C-295M (from MSN 031)	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,400 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/FI01, FI02	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,000 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/PG01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,400 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/PG02, PG03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,900 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295M/CH01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,200 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.

C-295M/CH02, OM03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,500 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.
C-295MW	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Since first flight of the airplane: Before exceeding 1,000 flight cycles; or before exceeding 1,400 flight hours; whichever occurs first	Within 50 flight cycles after the effective date of this AD.

(2) Repeat the eddy current inspection specified in paragraph (j)(1) of this AD thereafter within the applicable interval specified in table 6 to paragraph (j)(2) of this AD.

Table 6 to Paragraph (j)(2) of This AD—Repetitive Inspection Intervals for Model C-295 Airplanes

C-295 Model/version	Manufacturer's serial No. (MSN)	Elevator hinge fitting (part number)	Compliance time for repetitive eddy current inspections
C-295M/ EA03(01-10), RJ01 (01-02), PO01(01-08), AG01(01-06), BR01(01-03)	MSN001 through MSN030 inclusive	95-31193-0501 95-31193-0502	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.
C-295M (from MSN 031)	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.
C-295M/FI01, FI02	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,000 flight hours since the most recent inspection; whichever occurs first.
C-295M/PG01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.

C-295M/PG02, PG03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,900 flight hours since the most recent inspection; whichever occurs first.
C-295M/CH01	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,200 flight hours since the most recent inspection; whichever occurs first.
C-295M/CH02, OM03	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,500 flight hours since the most recent inspection; whichever occurs first.
C-295MW	MSN031 through MSN999 inclusive	95-31193-0503 95-31193-0504	Before exceeding 1,000 flight cycles since the most recent inspection; or before exceeding 1,400 flight hours since the most recent inspection; whichever occurs first.

(k) Corrective Action for Discrepancies Found During Eddy Current Inspection

If, during any inspection required by paragraph (i)(1), (i)(2), (j)(1), or (j)(2) of this AD, any crack is detected, as defined in Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015; or AOT AOT-C295-55-0003, dated December 22, 2015; as applicable: Before further flight, accomplish applicable corrective actions in accordance with the instructions of Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015; or AOT AOT-C295-55-0003, dated December 22, 2015; as applicable. Where Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015; or AOT AOT-C295-55-0003, dated December 22, 2015; specifies to contact Airbus Defense and Space S.A. for corrective actions, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(l) Provision Regarding Terminating Action

Accomplishing corrective actions, as required by paragraph (k) of this AD, does not constitute terminating action for the repetitive inspections required by paragraphs (i)(2) and (j)(2) of this AD, unless explicitly stated in the approved method of compliance for the corrective action.

(m) Credit for Previous Actions

This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Defense and Space S.A. AOT AOT-CN235-55-0001, Revision 1, dated March 6, 2015; or AOT AOT-C295-55-0001, Revision 1, dated May 29, 2014.

(n) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, 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. 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.

(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 Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus Defense and Space S.A.'s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0075, dated April 19, 2016, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-9521.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1112; fax: 425-227-1149.

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

(p) Material Incorporated by Reference

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

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

(i) Airbus Defense and Space S.A. Alert Operators Transmission (AOT) AOT-CN235-55-0001, Revision 2, dated March 10, 2015.

(ii) Airbus Defense and Space S.A. AOT AOT-CN235-55-0003, dated December 22, 2015.

(iii) Airbus Defense and Space S.A. AOT AOT-C295-55-0001, Revision 2, dated April 9, 2015.

(iv) Airbus Defense and Space S.A. AOT AOT-C295-55-0003, dated December 22, 2015.

(3) For service information identified in this AD, contact Airbus Defense and Space, Services/Engineering Support, Avenida de Aragón 404, 28022 Madrid, Spain; fax +34 91 585 31 27; email MTA.TechnicalService@airbus.com.

(4) You may view this service information at the FAA, Transport Standards Branch, 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>.

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Dionne Palermo,
Acting Director, System Oversight Division,
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