

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT
BIWEEKLY 2017-26**

12/11/2017 - 12/24/2017



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-01			
2016-25-01		The Boeing Company	747-400, 747-400D, and 747-400F series; 757-200, -200PF, -200CB, and -300 series; 767-200, -300, -300F, and -400ER series; 767-300 and -300F series; and 767-300 and -300F series
2016-25-07	R 2012-11-15	The Boeing Company	767-200 and -300 series
2016-25-25		BAE (Operations) Limited	4101
2016-25-26		The Boeing Company	MD-90-30
2016-25-27		Airbus	A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R variant F
2016-25-29		The Boeing Company	767-200 and -300 series
2016-25-30		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; A340-642
2016-25-31		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; A340-541; and A340-642
2016-26-02		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); CL-600-2E25 (Regional Jet Series 1000)
2016-26-03	R 2013-23-02	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295
2016-26-05	R 2014-26-08	Airbus	A330-201, -202, -203, -223, -223F -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2017-01-07		Dassault Aviation	FAN JET FALCON; FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200; MYSTERE-FALCON
2017-01-08		Airbus	20-C5, 20-D5, 20-E5, and 20-F5; MYSTERE-FALCON 50
2016-25-02		The Boeing Company	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343 airplanes; and Model A340-211, -212, -213, -311, -312, -313, -541, and -642
			787-8 series
Biweekly 2017-02			
2016-26-06		The Boeing Company	787-8 airplanes
2016-26-07		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 airplanes
2017-01-01	R 2014-05-25	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2017-01-02		The Boeing Company	787-8 and 787-9 airplanes
2017-01-04		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-01-05		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-01-06		Airbus	A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes
2017-01-09		The Boeing Company	767-300 and 767-300F series airplanes
2017-01-10		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, C-212-CF, C-212-DF, and C-212-DE airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
Biweekly 2017-03			
No ADs			
Biweekly 2017-04			
2017-01-03	R 2007-11-13	The Boeing Company	717-200 airplanes
2017-01-09	COR	The Boeing Company	767-300 and 767-300F series airplanes
2017-01-11		Airbus	A318, A319, A320, A321 airplanes
2017-02-02	2005-13-30	The Boeing Company	737-100, -200, and -200C series airplanes
2017-02-03		The Boeing Company	767-200, -300, and -400ER series airplanes

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2017-02-04		The Boeing Company	747-200B, 747-300, 747-400, 747-400D, and 747-400F series airplanes
2017-02-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-02-08		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2017-02-09		The Boeing Company	747-400, -400D, and -400F series airplanes
2017-02-10	R 2013-19-04	The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-03-02	S 2014-16-10	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
Biweekly 2017-05			
2017-02-01		Rolls-Royce plc	Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan engines
2017-02-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-03-03	S 2013-05-18	Rolls-Royce plc	RB211 Trent 553-61, RB211 Trent 553A2-61, RB211 Trent 556-61, RB211 Trent 556A2-61, RB211 Trent 556B-61, RB211 Trent 556B2-61, RB211 Trent 560-61, and RB211 Trent 560A2-61 turbofan engines
2017-03-04	R 2012-16-07	The Boeing Company	737-500 series airplanes
2017-04-01		Gulfstream Aerospace Corporation	GVI airplanes
2017-04-02	R 2014-23-06	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-04-04	R 2012-16-08	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-04-05	R 2011-10-17	Airbus	A300 B2-1A, B2-1C, B4-2C, B2K-3C, B4-103, B2-203, and B4-203 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2017-04-08	R 2008-13-12 R1	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-04-09	R 2012-22-12	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-04-10		Airbus	A318, A319, A320, A321 airplanes
2017-04-11		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-04-12		Embraer	EMB-135, EMB-145 airplanes
2017-04-13		The Boeing Company	747-8 and 747-8F series airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-01		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2017-05-02		Airbus	A318, A319, A320, A321 airplanes
2017-05-06		The Boeing Company	767-200 and -300 series airplanes
2017-05-07		The Boeing Company	777-200 and -300 series airplanes
Biweekly 2017-06			
2017-05-09		CFM International S.A.	CFM56-5B, CFM56-5B/P, CFM56-5B/3, CFM56-5B/2P, CFM56-5B/P1, CFM56-5B/2P1, and CFM56-5B/3B1 engines
2017-05-11	R 2012-08-11	Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-05-10	R 2015-16-02	Airbus	A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes
2017-05-05		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2017-05-12		Airbus	A318-112; A319-111, -112, -115, -132, and -133; A320-214, -232, and -233; A321-211, -212, -213, -231, and -232 airplanes
Biweekly 2017-07			
2017-06-05		The Boeing Company	DC-6, DC-6A, DC-6B, C-118A, R6D-1, and R6D-1Z airplanes
2017-07-03		Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-06-04		Airbus	A300 B4-603, B4-620, and B4-622; A300 B4-605R and A300 B4-622R; and A300 C4-605R Variant F airplanes
2017-06-02		Fokker Services B.V.	F28 Mark 0100 airplanes

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2017-06-10		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-06-09		The Boeing Company	787-8 airplanes
2017-06-01	R 2017-03-04	The Boeing Company	737-500 series airplanes
2017-06-14		The Boeing Company	737-300, -400, and -500 series airplanes
2017-06-13		Textron Aviation Inc.	680 airplanes
2016-25-25	COR	BAE Systems (Operations) Limited	4101 airplanes
2017-06-12		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233 airplanes
Biweekly 2017-08			
2017-08-04	R 2015-03-01	Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2017-07-06		Gulfstream Aerospace Corporation	G-1159B airplanes
2017-08-05	R 2016-13-05	General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2017-06-07		Airbus	A330-223F and -243F; A330-201, -202, -203, -223, and -243; A330-301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, and -213; A340-311, -312, and -313; A340-541; and A340-642 airplanes
2017-07-03	COR	Airbus	A330-243, -243F, -341, -342, and -343 airplanes
2017-08-01	R 2013-22-19	Gulfstream Aerospace Corporation	GV and GV-SP airplanes
2017-06-08	R 2006-06-09 R 2012-05-08 R 2012-07-08	Embraer S.A.	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU; ERJ 170-200 LR, -200 SU, and -200 STD airplanes
2017-07-04	R 2013-24-17	General Electric Company	GE90-110B1 and GE90-115B engines
2017-08-02		Bombardier, Inc.	DHC-8-102, -103, and -106; DHC-8-201 and -202; DHC-8-301, -311, and -315 airplanes
2017-07-05		Airbus	A300 airplanes
Biweekly 2017-09			
2017-07-07		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
2017-08-03		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
2017-08-06		General Electric Company	GE90-76B, GE90-85B, GE90-90B, GE90-94B, GE90-110B1, and GE90-115B
2017-08-07		Learjet, Inc.	60
2017-08-08		CFE Company	CFE738-1-1B
2017-08-10	R 2017-01-01	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84
2017-08-11	R 2012-04-01	Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17, and 895-17
2017-08-13		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; and A310-203, -204, -221, -222, -304, -322, -324, and -325; A300 F4-605R and F4-622R
2017-09-01		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2016-05-02	R 2011-13-11 R 2011-13-11	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
Biweekly 2017-10			
2017-09-03	R 2013-03-12	Dassault Aviation	MYSTERE-FALCON 50 airplanes
2017-09-04		The Boeing Company	707-100 Long Body, -200, -100B Long Body, and -100B Short Body series; 707-300, -300B, -300C, and -400 series; 720 and 720B series airplanes

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2017-09-06 2017-10-01	R 2015-15-03	General Electric Company Dassault Aviation	GENx-1B and GENx-2B turbofan engines FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
Biweekly 2017-11			
2017-09-08		The Boeing Company	787-8 airplanes
2017-09-09		Zodiac Seats California LLC	4157, 4170, and 4184 seating systems
2017-09-10		The Boeing Company	747-400, 747-400D, and 747-400F airplanes
2017-09-11		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-09-12		ATR-GIE Avions de Transport Régional	ATR42-500; ATR72-102, -202, -212, and -212A airplanes
2017-10-04		Embraer S.A.	EMB-120, EMB-120ER, EMB-120FC, EMB-120QC, and EMB-120RT airplanes
2017-10-05		Airbus	A300 airlanes
2017-10-06		Rolls-Royce plc	RB211 Trent 768-60, RB211 Trent 772-60, and RB211 Trent 772B-60 turbofan engines
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-15		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-10-16		The Boeing Company	787-8 and 787-9 airplanes
2017-10-17	R 2014-16-19	Airbus	A330 airplanes
2017-10-18		Airbus	A330-223F, -223, -321, -322, and -323 airplanes
2017-10-21		The Boeing Company	737-300, -400, and -500 series airplanes
2017-10-22		The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-10-23		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-10-24	R 2011-17-09 R 2012-25-12	Airbus	A330 airplanes
2017-10-25		Rolls-Royce Deutschland Ltd & Co KG	Spey 506-14A, Spey 555-15, Spey 555-15H, Spey 555-15N, and Spey 555-15P turbofan engines
2017-11-01		The Boeing Company	737-100, -200, and -200C series airplanes
2017-11-02		The Boeing Company	MD-90-30 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	Model 60 airplanes
Biweekly 2017-12			
2017-10-07		The Boeing Company	737-400 series airplanes
2017-10-08	R 2009-21-01	The Boeing Company	737-300 series airplanes
2017-10-13	S 2015-17-19	Rolls-Royce plc	RB211 Trent 768-60, 772-60, and 772B-60 turbofan engines
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-04		The Boeing Company	767-200, -300, and -400ER series airplanes
2017-11-07		Airbus	A318, A319, A320, A321 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-12		Bombardier, Inc.	BD-100-1A10 airplanes
2017-11-13	R 98-13-14	Airbus	A320-211, -212, and -231 airplanes
2017-11-14	R 2011-26-03	The Boeing Company	777-200, -200LR, -300, -300ER, and 777F airplanes
2017-11-15		General Electric Company	CF6-80C2L1F turbofan engines
2017-12-01		The Boeing Company	767-200 series airplanes
2017-12-02		General Electric Company	GENx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, 1B70/P1, -1B70/P2, -1B70/75/P1, -1B70/75/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, -1B74/75/P2, -1B76A/P2 engines
Biweekly 2017-13			
2017-11-05		Roll-Royce Corporation	AE 3007C and 3007C1 turbofan engines
2017-11-06	R 2014-05-32	Pratt & Whitney	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2643, and F117-PW-100 turbofan engines

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2017-12-03		Pratt & Whitney Division	PW2037, PW2037M, and PW2040 turbofan engines
2017-12-05	R 2007-26-04	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-12-06		Airbus	A300, A310 airplanes
2017-12-07		The Boeing Company	737-800, -900, and -900ER series airplanes
2017-12-08	R 2011-24-06	BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A; and Avro 146-RJ70A, 146-RJ85A, and 146-RJ100A airplanes
2017-12-09		Embraer	EMB-135ER, -135BJ, -135KE, -135KL, and -135LR; and EMB-145, -145ER, -145MR, -145LR, -145MP, -145EP, and -145XR airplanes
2017-12-10		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-12-11		Bombardier, Inc.	BD-100-1A10 airplanes
2017-12-12		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-12-13		Airbus	A320-212, A320-214, A320-232 airplanes
2017-12-14		The Boeing Company	757-200 and -200PF series airplanes
2017-12-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000) airplanes
2017-13-01		The Boeing Company	737-300, -400, and -500 series airplanes
2017-13-02		Dassault Aviation	FALCON 7X airplanes
Biweekly 2017-14			
2017-10-19		Rolls-Royce plc	Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2
2017-13-07		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
2017-13-08	R 2015-23-13	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
2017-13-09	R 2014-16-02	Bombardier, Inc.	CL-600-1A11 (CL-600)
2017-13-10	R 2003-18-06	Airbus	A319-131 and -132; A320-231, -232, and -233; A321-131 and -231
2017-13-11		Gulfstream Aerospace Corporation	G-IV
2017-13-12		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
2017-13-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-13-14		The Boeing Company	777-300ER series
2017-14-01	R 2013-10-03	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
2017-14-02		Bombardier, Inc.	DHC-8-401 and DHC-8-402
Biweekly 2017-15			
2017-14-07		International Aero Engines AG	V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, V2533-A5, V2525-D5, V2528-D5, and V2531-E5 turbofan engines
2017-14-08		CFM International S.A.	CFM56-3, -3B, and -3C turbofan engines
2017-14-09		Fokker Services B.V.	F28 Mark 0100 airplanes
2017-14-10		The Boeing Company	MD-11 and MD-11F airplanes
2017-14-11	R 2007-13-08	Airbus	A318, A319, A320, A321 airplanes
2017-14-13		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2017-14-14		Airbus	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2017-14-16		Bombardier, Inc.	BD-100-1A10 airplanes
2017-15-01		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series airplanes
2017-15-03	R 2014-08-02	Airbus	A300-B4-601, B4-603, B4-620, and B4-622 airplanes, and A300-B4-605R and B4-622R airplanes
2017-15-04		The Boeing Company	787-8 and 787-9 airplanes

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Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
Biweekly 2017-16			
2017-13-05	R 2013-13-16	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes
2017-14-15		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2017-15-06	R 97-10-05	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2017-15-10		The Boeing Company	787-9 airplanes
2017-15-11		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2017-15-12		The Boeing Company	737-300, -400, and -500 series airplanes
2017-15-14		Bombardier, Inc.	CL-215-6B11 (CL-415 Variant) airplanes
2017-15-16		Embraer	EMB-135ER, -135KE, -135KL, -135LR, -145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP airplanes
2017-15-17		Airbus	A300 B4-605R and B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R airplanes
Biweekly 2017-17			
2017-14-12	R 2015-22-06	Airbus	318-111, -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
2017-15-08		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2017-16-05		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2017-16-06		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; 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
Biweekly 2017-18			
2017-16-09		Dassault Aviation	MYSTERE-FALCON 50 and FALCON 2000
2017-16-10		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2017-16-12	R 2013-19-09 R 2014-25-51	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
2017-16-13		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants)
2017-17-02	R 2014-20-09	Bombardier, Inc.	DHC-8-400, -401, and -402
2017-17-04		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2017-17-05		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; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F
2017-17-06		The Boeing Company	737-300, -400, and -500 series
2017-17-07		Rolls-Royce plc	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 turbofan engines
2017-17-08		Airbus	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-541 and -642
2017-17-09		The Boeing Company	737-300, -400, and -500 series
2017-17-10	R 2015-23-12	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500; and ATR72-101, -201, -102, -202, -211, -212, and -212A
2017-17-11		Dassault Aviation	FALCON 7X
2017-17-12		Airbus	A310-203, -221, -222, -304, -322, -324, and -325
2017-17-13		Bombardier, Inc.	BD-100-1A10
2017-17-14		Saab AB, Saab Aeronautics	340A (SAAB/SF340A)
2017-17-15		Bombardier, Inc.	CL-600-2E25 (Regional Jet Series 1000)
2017-17-16		The Boeing Company	767-200, -300, -300F, and -400ER series
2017-17-18		General Electric Company	CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5B1, CF34-8C5A2, CF34-8C5A3, CF34-8E2, CF34-8E2A1, CF34-8E5, CF34-8E5A1, CF34-8E5A2, CF34-8E6 and CF34-8E6A1; CF34-8C5B1/B, CF34-8C5/B, CF34-8C5A1/B, CF34-

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-17-19		The Boeing Company	8C5A2/B, CF34-8C5/M, CF34-8C5A1/M, CF34-C8C5A2/M, CF34-8C5A3/B, or CF34-8C5B1/M
2017-18-05		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) and MD-88
2017-18-06	R 2012-05-03	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
2017-18-07		Dassault Aviation	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
2017-18-08		Dassault Aviation	FALCON 7X FALCON 2000 and FALCON 2000EX
Biweekly 2017-19			
2017-16-07		Airbus	A330 and A340 airplanes
2017-16-08	R 2012-23-09	Embraer S.A.	ERJ 190-100 STD, -100 LR, -100 ECJ, and -100 IGW; and ERJ 190-200 STD, -200 LR, and -200 IGW airplanes
2017-17-17	R 2011-03-08	Viking Air Limited	CL-215-1A10 (CL-215), CL-215-6B11 (CL-215T Variant), CL-215-6B11 (CL-415 Variant) airplanes
2017-18-09		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2017-18-12	R 2016-11-20	B/E Aerospace	Protective Breathing Equipment (PBE), part numbers (P/N) 119003-11 and 119003-21
2017-18-14	R 2015-02-22	Rolls-Royce Corporation	250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20W, -C300/A1, and -C300/B1 turboshaft engines
2017-18-15		Airbus	A300 and A310 airplanes
2017-18-16		The Boeing Company	737-700 and -700C series airplanes
2017-18-17	R 2004-23-20	Airbus	A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 F4-605R, A300 F4-622R, and A300 C4-605R Variant F airplanes
2017-18-18		Airbus	A350-941 airplanes
2017-18-19		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2017-18-21	R 2017-13-12	Airbus	A318, A319, A320, and A321 airplanes
2017-19-02		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2017-19-03		Dassault Aviation	MYSTERE-FALCON 900 airplanes
2017-19-04		Dassault Aviation	FALCON 900EX airplanes
Biweekly 2017-20			
2017-16-01		Ameri-King Corporation	AK-450-() and AK-451-() series emergency locator transmitters
2017-18-21	R 2017-13-12 Republication	Airbus	A318, A319, A320, A321 airplanes
2017-19-05		Siemens S.A.S.	Smoke detectors
2017-19-06		Bombardier, Inc.	CL-600-1A11, -2A12, -2B16 airplanes
2017-19-07	R 2013-02-12	Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300 airplanes
2017-19-08		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes
2017-19-09	R 2014-25-01	Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-19-10		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-19-11		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2017-19-12	R 2014-13-17	Airbus	A300, A310 airplanes
2017-19-13	R 2001-16-01 R 2014-17-06	Airbus	A330 airplanes
2017-19-14	R 2014-16-27	Dassault Aviation	FALCON 900EX airplanes
2017-19-16		Rolls-Royce plc	RB211 Trent 553-61, Trent 553A2-61, Trent 556-61, Trent 556A2-61, Trent 556B-61, Trent 556B2-61, Trent 560-61, and Trent 560A2-61 turbofan engines
2017-19-17	R 2016-17-02	Dassault Aviation	FALCON 900EX, FALCON 2000EX airplanes
2017-19-18		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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2017-19-19		Rolls-Royce plc	Trent XWB-75, Trent XWB-79, Trent XWB-79B, and Trent XWB-84 turbofan engines
2017-19-22	R 2014-07-09	British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201 airplanes
2017-19-23	R 2015-15-10	Airbus	A318, A319, A320, A321 airplanes
2017-19-24	R 2014-26-10	Airbus	A318, A319, A320, A321 airplanes
2017-19-25		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, and CN-235-300, and Model C-295 airplanes
2017-19-26	R 2008-12-04	The Boeing Company	737-600, -700, -700C, -800, and -900 series airplanes
2017-19-27		Bombardier, Inc.	DHC-8-401 and -402 airplanes
2017-20-01		Honeywell International Inc.	TFE731-20 and TFE731-40 turbofan engines
2017-20-02	R 2017-13-05	Airbus	A330, A340 airplanes
Biweekly 2017-21			
2017-18-20		The Boeing Company	707-100 Long Body, -200, -100B Long Body, and -100B Short Body series; and 707-300, -300B, -300C, and -400 series airplanes
2017-19-05		Siemens S.A.S.	Smoke detectors
2017-20-03		Dassault Aviation	FALCON 7X airplanes
2017-20-04		Airbus	A300, A310 airplanes
2017-20-05	R 2011-01-15	The Boeing Company	757-200 and -300 series airplanes
2017-20-06		Honeywell International Inc.	AS907-1-1A turbofan engines
2017-20-07		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2017-20-08	R 2009-17-01	Gulfstream Aerospace Corporation	G-IV, GIV-X, GV, GV-SP, and GVI airplanes
2017-20-09		General Electric Company	CF34-8E2; CF34-8E2A1; CF34-8E5; CF34-8E5A1; CF34-8E5A2; CF34-8E6; and CF34-8E6A1 model turbofan engines
2017-20-10		Airbus	A319, A320, A321 airplanes
2017-20-11		Bombardier, Inc.	CL-600-1A11, -2A12, -2B16 airplanes
2017-20-12		The Boeing Company	737-100, -200, and -200C series airplanes
2017-20-14		The Boeing Company	737-300, -400, and -500 series airplanes
2017-21-51		Engine Alliance	GP7270, GP7272, and GP7277 engines
Biweekly 2017-22			
2017-21-01		Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2017-21-02		Airbus	A300, A310 airplanes
2017-21-03		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, and 1125 Westwind Astra airplanes
2017-21-04		Gulfstream Aerospace LP	Gulfstream G150 airplanes
2017-21-05		Saab AB, Saab Aeronautics	340A (SAAB/SF340A) and SAAB 340B airplanes
2017-21-07		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2017-21-08		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2017-21-09		Embraer S.A.	ERJ-170, ERJ-190 airplanes
2017-22-04		The Boeing Company	737-200, -200C, -300, -400, and -500 series airplanes
2017-22-06		Bombardier, Inc.	CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604 Variants) airplanes
Biweekly 2017-23			
2017-22-02		Ipeco Holdings Ltd.	Pilot and co-pilot seats
2017-22-03	R 2015-05-02	Airbus	A318, A319, A320, A321 airplanes
2017-22-08		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2017-22-09		Saab AB, Saab Aeronautics	SAAB 340B airplanes
2017-22-13		Rolls-Royce plc	RB211-Trent 970-84 and RB211-Trent 972-84 turbofan engines
2017-23-03		Engine Alliance	GP7270, GP7272, and GP7277 model turbofan engines
Biweekly 2017-24			
2017-21-06		328 Support Services GmbH	328-100, 328-300 airplanes
2017-22-10		The Boeing Company	747-400, 747-400F, and 747-8F series airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
2017-22-11		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant) airplanes
2017-22-12		The Boeing Company	757-200, -200PF, and -200CB series airplanes
2017-22-14		Rockwell Collins, Inc.	TSSA-4100 Field Loadable Software
2017-23-01	R 2016-13-14	Bombardier, Inc.	DHC-8-400, -401 and -402 airplanes
2017-23-02		The Boeing Company	737-200, -200C, -300, -400, and -500 series airplanes
2017-23-04		Airbus	A300 B4-605R, B4-622R, B4-603, C4-605R Variant F, B4-620, B4-622, and F4-605R airplanes
2017-23-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-23-06		General Electric Company	CF34-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 engines
2017-23-07		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-23-09		Bombardier, Inc.	CL-600-2A12, -2B16 airplanes
2017-23-10	R 2017-19-17	Dassault Aviation	FALCON 900EX, FALCON 2000EX airplanes
2017-24-01		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A airplanes
Biweekly 2017-25			
2017-22-07		Airbus	A319-111, -112, -113, -114, -115, -131, -132, and -133; A320-211, -212, -214, -231, -232, and -233; and A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes,
2017-24-03		Airbus	A319-115, A319-132, A320-214, A320-232, A321-211, A321-213, and A321-231 airplanes
2017-24-04		Fokker Services B.V.	F.27 airplanes
2017-24-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-24-06		CFM International S.A.	LEAP-1A23, LEAP-1A24, LEAP-1A24E1, LEAP-1A26, LEAP-1A26E1, LEAP-1A30, LEAP-1A32, LEAP-1A33, LEAP-1A33B2 and LEAP-1A35A engines
2017-24-07	R 2014-08-01	Airbus	A318, A319, A320, A321 airplanes
2017-24-08	S 2014-24-08	Rolls-Royce plc	RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines
2017-24-09	R 2016-20-11	Airbus	A300, A310 airplanes
2017-24-10		The Boeing Company	757-200, -200PF, and -300 series airplanes
2017-25-01		Airbus	A318, A319, A320 airplanes
2017-25-02		Fokker Services B.V.	F28 Mark 1000, 2000, 3000, and 4000 airplanes
2017-25-03		Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2017-25-04	R 2014-22-08	Airbus	A318, A319, A320, A321 airplanes
2017-25-05	R 2012-23-10	Airbus	A318, A319, A320, A321 airplanes
2017-25-06		Airbus	A318, A319, A320, A321 airplanes
Biweekly 2017-26			
2017-24-05	COR	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-24-08	S 2014-24-08	Rolls-Royce plc	RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines
2017-25-04	R 2014-22-08	Airbus	A318, A319, A320, A321 airplanes
2017-25-05	R 2012-23-10	Airbus	A318, A319, A320, A321 airplanes
2017-25-06		Airbus	A318, A319, A320, A321 airplanes
2017-25-08		ATR-GIE Avions de Transport Régional	ATR42-500 and ATR72-212A airplanes
2017-25-09	R 2012-21-04	Airbus	A300, A310 airplanes
2017-25-10		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-25-11		Dassault Aviation	FALCON 2000EX airplanes
2017-25-12		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2017-25-13		Airbus	A330, A340 airplanes
2017-25-14		Fokker Services B.V.	F28 Mark 0070, 0100 airplanes
2017-25-15		ATR-GIE Avions de Transport Régional	ATR42, ATR72 airplanes
2017-25-16		Airbus	A330, A340 airplanes
2017-26-01		General Electric Company	GENx-1B64/P2, -1B67/P2, -1B70/P2, -1B70/75/P2, -1B70C/P2, and -1B74/75/P2 turbofan engines
2017-26-02		The Boeing Company	757-200 series airplanes
2017-26-05		Gulfstream Aerospace Corporation	G-1159A, G-IV, GIV-X airplanes



2017-24-05 The Boeing Company: Amendment 39-19109; Docket No. FAA-2017-0526; Product Identifier 2017-NM-026-AD.

(a) Effective Date

This AD is effective January 2, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/48e13cdfbbc32cf4862576a4005d308b/\\$FILE/ST01219SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/48e13cdfbbc32cf4862576a4005d308b/$FILE/ST01219SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE 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 cracking in the upper aft skin at the rear spar of the wings. We are issuing this AD to detect and correct cracks in the upper aft skin of the wings, which could result in the inability of a principal structural element to sustain limit load, and consequent reduced structural integrity of the airplane.

(f) Compliance

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

(g) For Group 1 Airplanes: Inspection and Corrective Actions

For airplanes identified as Group 1 in Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017: Within 120 days after the effective date of this AD, do an inspection for cracking of the upper aft skin of the wings, and do all applicable corrective actions, using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) For Groups 2 and 3 Airplanes: Repetitive Inspections and Repair

For Groups 2 and 3 airplanes identified in Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017: At the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017, except as required by paragraph (i) of this AD, do the applicable inspection for cracking of the upper aft skin of the wings from wing buttock line (WBL) 159 to WBL 220, in accordance with the Work Instructions of Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017. If any cracking is found, repair before further flight, in accordance with the procedures specified in paragraph (j) of this AD. Repeat the inspection thereafter at the applicable time specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017.

(i) Exceptions to the Service Information

(1) Where Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017, specifies a compliance time “after the original issue date of this service bulletin,” paragraph (h) of this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Although Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017, specifies to contact Boeing for repair instructions, and specifies that action as “RC” (Required for Compliance), this AD requires repair in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

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

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

(4) Except as required by paragraph (i)(2) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (j)(4)(i) and (j)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled “RC Exempt,” then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Payman Soltani, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5313; fax: 562-627-5210; email: payman.soltani@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) Boeing Alert Service Bulletin 737-57A1329, dated January 16, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740; telephone 562-797-1717; Internet <https://www.myboeingfleet.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>.

Issued in Renton, Washington, on November 15, 2017.

Chris Spangenberg,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-24-08 Rolls-Royce plc: Docket No. FAA 2017-1117; Amendment 39-19112; Product Identifier 94-ANE-39-AD.

(a) Effective Date

This AD is effective January 16, 2018.

(b) Affected ADs

This AD supersedes AD 2014-24-08, Amendment 39-18041 (79 FR 71308, December 2, 2014).

(c) Applicability

This AD applies to all Rolls-Royce plc (RR) RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-C-37 turbofan engines with low-pressure (LP) fuel filter-to-high-pressure (HP) fuel pump tube assembly, part number (P/N) UL16692, AE709623-1, 163521538, or 163521545, installed; or HP fuel pump-to-fuel flow governor (FFG), P/N UL16691 or UL37214, installed; or FFG-to-HP pump inlet overspill return tube assemblies, P/N UL16690 or UL37213, installed; or flanged adaptor, P/N UL37218, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by reports of fuel leaks that have resulted in engine in-flight shutdowns. We are issuing this AD to prevent loss of fuel supply to the engine, which could lead to the in-flight shutdown of one or more engines, loss of thrust control, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Remove LP fuel filter-to-HP fuel pump tube assembly, P/N UL16692, AE709623-1, 163521538, and 163521545, and replace with a part eligible for installation, at the applicable compliance times specified in paragraphs (g)(1)(i) or (ii) of this AD, whichever occurs first, using the Accomplishment Instructions of RR Service Bulletin (SB) RB.211-73-H131, Revision 1, dated September 2, 2014.

(i) At the next shop visit after the effective date of this AD, or

(ii) at the later of the following:

(A) Before the part exceeds 4,750 engine flight cycles (FC) or 15,000 flight hours (FH), since new, whichever occurs first, or

(B) Within 400 FC or 800 FH, whichever occurs first, after the effective date of this AD.

(2) For affected engines with an HP fuel pump-to-FFG tube assembly or FFG-to-HP pump inlet overspill return tube assembly, or flanged adaptor, installed, replace the parts concurrent with the actions specified in paragraph (g)(1) of this AD, if applicable, or during the next shop visit, using the Accomplishment Instructions of RR SB RB.211-73-G230, Revision 3, dated April 8, 2016.

(h) Definitions

(1) For the purpose of this AD, a part eligible for installation excludes the following: LP fuel filter-to-HP fuel pump tube assembly, P/N UL16692, AE709623-1, 163521538, or 163521545; HP fuel pump-to-FFG tube assembly, P/N UL16691 or UL37214; or FFG-to-HP pump inlet overspill return tube assembly, P/N UL16690 or UL37213; or flanged adaptor, P/N UL37218. The reinstallation of affected parts, removed to facilitate on-wing/in-service maintenance of adjacent components is acceptable within the limits prescribed by paragraphs (g)(1) and (2) of this AD.

(2) For the purpose of this AD, a shop visit is the induction of an engine into the shop for maintenance or overhaul.

(i) Credit for Previous Actions

You may take credit for the corrective action required by paragraphs (g)(1) and (2) of this AD, if you performed these actions before the effective date of this AD using RR Alert NMSB RB.211-73-H131, original issue, dated May 10, 2013 or RR Alert NMSB RB.211-73-G230, Revision 2, dated December 20, 2012, respectively.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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. If sending information directly to the manager of the ECO Branch, send it to the attention of the person identified in paragraph (l)(1) of this AD. You may email your request to: ANE-AD-AMOC@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.

(k) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency (EASA) AD 2017-0006, dated January 10, 2017, and EASA AD 2014-0123, dated May 15, 2014, for more 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-2017-1117.

(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) Rolls-Royce plc (RR) Service Bulletin (SB) RB.211-73-H131, Revision 1, dated September 2, 2014.

(ii) RR SB RB.211-73-G230, Revision 3, dated April 8, 2016.

(3) For RR service information identified in this AD, contact Rolls-Royce plc, Corporate Communications, P.O. Box 31, Derby, England, DE24 8BJ; phone: 011-44-1332-242424; fax: 011-44-1332-249936; email: http://www.rolls-royce.com/contact/civil_team.jsp; Internet: <https://customers.rolls-royce.com/public/rollsroycecare>.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, 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 November 22, 2017.

Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.



2017-25-04 Airbus: Amendment 39-19118; Docket No. FAA-2017-0625; Product Identifier 2016-NM-089-AD.

(a) Effective Date

This AD is effective January 16, 2018.

(b) Affected ADs

This AD replaces AD 2014-22-08, Amendment 39-18013 (79 FR 67042, November 12, 2014) (“AD 2014-22-08”).

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before December 21, 2015.

- (1) Model A318-111, -112, -121, and -122 airplanes.
- (2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Model A320-211, -212, -214, -231, -232, and -233 airplanes.
- (4) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive maintenance instructions and airworthiness limitations are necessary. We are issuing this AD to prevent a safety-significant latent failure (that is not annunciated), which, in combination with one or more other specific failures or events, could result in a hazardous or catastrophic failure condition.

(f) Compliance

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

(g) Retained Maintenance or Inspection Program Revision, With New Terminating Action

This paragraph restates the requirements of paragraph (g) of AD 2014-22-08, with new terminating action. Within 30 days after December 17, 2014 (the effective date of AD 2014-22-08), revise the maintenance or inspection program, as applicable, by incorporating Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 1, dated June 15, 2012. The initial compliance time for accomplishing the tasks specified in Airbus A318/A319/A320/A321 ALS Part 3, CMR, Revision 1,

dated June 15, 2012, is at the applicable time specified in the Record of Revisions of Airbus A318/A319/A320/A321 ALS Part 3, CMR, Revision 1, dated June 15, 2012; or within 30 days after December 17, 2014 (the effective date of AD 2014-22-08), whichever occurs later. Accomplishing the actions specified in paragraph (i) of this AD terminates the requirements of this paragraph.

(h) Retained Provision Regarding Alternative Actions and Intervals, With a New Exception

This paragraph restates the requirements of paragraph (h) of AD 2014-22-08, with a new exception. Except as required by paragraph (i) of this AD, after accomplishing the revisions 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 (k)(1) of this AD.

(i) New 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 Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 03, dated December 21, 2015 (“Airbus A318/A319/A320/A321 ALS Part 3, Revision 03”). The initial compliance time for accomplishing the tasks specified in Airbus A318/A319/A320/A321 ALS Part 3, Revision 03, is at the applicable time specified in Airbus A318/A319/A320/A321 ALS Part 3, Revision 03, or within 30 days after the effective date of this AD, whichever occurs later. Accomplishing the actions specified in this paragraph terminates the requirements of paragraph (g) of this AD.

(j) New Provision Regarding No Alternative Actions or Intervals

After the action required by paragraph (i) of this AD has been done, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an AMOC in accordance with the procedures specified in paragraph (k)(1) of this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (l)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

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

(ii) AMOCs approved previously for AD 2014-22-08 are approved as AMOCs for the corresponding provisions of paragraph (g) this AD.

(iii) AMOCs approved previously for AD 2014-22-08, which are included in the FAA AMOC letters specified in paragraphs (k)(1)(iii)(A) and (k)(1)(iii)(B), are approved as AMOCs for the corresponding provisions of paragraph (i) of this AD.

(A) FAA AMOC letter ANM-116-17-002R1, dated November 14, 2016.

(B) FAA AMOC letter ANM-116-17-323, dated June 12, 2017.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a

method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0092, dated May 13, 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-2017-0625.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149.

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 16, 2018.

(i) Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 03, dated December 21, 2015.

(ii) Reserved.

(4) The following service information was approved for IBR on December 17, 2014 (79 FR 67042, November 12, 2014).

(i) Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 3, Certification Maintenance Requirements (CMR), Revision 1, dated June 15, 2012.

(ii) Reserved.

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

(6) 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.

(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 November 29, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-25-05 Airbus: Amendment 39-19119; Docket No. FAA 2017-0556; Product Identifier 2016-NM-098-AD.

(a) Effective Date

This AD is effective January 16, 2018.

(b) Affected ADs

This AD replaces AD 2012-23-10, Amendment 39-17266 (77 FR 70369, November 26, 2012) (“AD 2012-23-10”).

(c) Applicability

This AD applies to all Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by reports of the escape raft inflation system not deploying when activated due to the rotation of the cable guide in a direction which resulted in jamming of the inflation control cable. We are issuing this AD to prevent non-deployment of the escape slide raft, which could result in delayed evacuation from the airplane during an emergency and consequent injury to passengers.

(f) Compliance

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

(g) Retained: Modification, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2012-23-10, with no changes. Except as provided by paragraph (i) of this AD, within 36 months after December 31, 2012 (the effective date of AD 2012-23-10): Modify the escape slide rafts that have a part number (P/N) specified in figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-25-1723, dated December 17, 2010 (for Model A319, A320, and A321 series airplanes); or Airbus Service Bulletin A320-25-1724, dated December 17, 2010 (for Model A318 series airplanes).

Figure 1 to Paragraphs (g), (j)(1), and (j)(2) of This AD—Escape Slide Rafts

Air Cruisers and Aerazur Escape Slide Rafts Part No. if Fitted With a Reservoir and Valve Assembly P/N D18309-105 or P/N D18309-205

D30664-105	D30665-105
D30664-107	D30665-107
D30664-109	D30665-109
D30664-305	D30665-305
D30664-307	D30665-307
D30664-309	D30665-309
D30664-311	D30665-311

(h) Retained: Replacement in Accordance With Air Cruisers Service Bulletin, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2012-23-10, with no changes. Replacement of all affected escape slide rafts on any affected airplane with slide rafts that have been modified in accordance with the Accomplishment Instructions of Air Cruisers Service Bulletin S.B. A320 004-25-85, Revision 2, dated January 3, 2012, is acceptable for compliance with the requirements of paragraph (g) of this AD, provided that prior to or concurrently with accomplishing the modification, the installation of the cable guide assembly is done in accordance with the Accomplishment Instructions of Air Cruisers Service Bulletin S.B. A320 004-25-56, dated November 12, 1999.

(i) Retained: Airplanes Not Affected by Paragraph (g) of This AD, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2012-23-10, with no changes. Before the effective date of this AD: Airplanes on which Airbus Modification 151459 or Modification 151502 has been embodied in production, and on which no escape slide raft replacements have been made since first flight, are not affected by the requirement specified in paragraph (g) of this AD.

(j) Retained: Parts Installation Limitations, With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2012-23-10, with no changes.

(1) For airplanes other than those identified in paragraph (i) of this AD: After accomplishment of the modification required by paragraph (g) of this AD or after accomplishment of the alternative modification specified in paragraph (h) of this AD, no person may install, on any airplane, an escape slide raft specified in figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD, unless it has been modified in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-25-1723, dated December 17, 2010 (for Model A319, A320, and A321 series airplanes); Airbus Service Bulletin A320-25-1724, dated December 17, 2010 (for Model A318 series airplanes); or Air Cruisers Service Bulletin S.B. A320 004-25-85, Revision 2, dated January 3, 2012 (for Model A318, A319, A320, and A321 series airplanes), including the installation of the cable guide assembly in accordance with the Accomplishment Instructions of Air Cruisers Service Bulletin S.B. A320 004-25-56, dated November 12, 1999.

(2) For airplanes identified in paragraph (i) of this AD: As of December 31, 2012 (the effective date of AD 2012-23-10), no person may install, on any airplane, an escape slide raft specified in

figure 1 to paragraphs (g), (j)(1), and (j)(2) of this AD, unless it has been modified in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-25-1723, dated December 17, 2010 (for Model A319, A320, and A321 series airplanes); Airbus Service Bulletin A320-25-1724, dated December 17, 2010 (for Model A318 series airplanes); or Air Cruisers Service Bulletin S.B. A320 004-25-85, Revision 2, dated January 3, 2012 (for Model A318, A319, A320, and A321 series airplanes), including the installation of the cable guide assembly in accordance with the Accomplishment Instructions of Air Cruisers Service Bulletin S.B. A320 004-25-56, dated November 12, 1999.

(k) Retained: Credit for Previous Actions, With No Changes

This paragraph restates the requirements of paragraph (k) of AD 2012-23-10, with no changes. This paragraph provides credit for the actions required by paragraphs (h) and (j) of this AD, if those actions were performed before December 31, 2012 (the effective date of AD 2012-23-10), using Air Cruisers Service Bulletin S.B. A320 004-25-85, dated November 30, 2010; or Air Cruisers Service Bulletin S.B. A320 004-25-85, Revision 1, dated September 30, 2011; which are not incorporated by reference in this AD.

(l) New: Replacement

Within 36 months after the effective date of this AD, replace each escape slide pack assembly having a part number identified as “old” in table 1 to paragraphs (l), (m)(2), (n)(2), and (o)(1) of this AD, with a new escape slide pack assembly having the corresponding part number identified as “new” in table 1 to paragraphs (l), (m)(2), (n)(2), and (o)(1) of this AD, using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus’s EASA Design Organization Approval (DOA).

Table 1 to Paragraphs (l), (m)(2), (n)(2), and (o)(1) of This AD—Air Cruisers and Aerazur Escape Slide Pack Assemblies Affected by Paragraph (l) of This AD

Escape slide pack assembly part No.—Old	Escape slide pack assembly part No.—New
D30664-405	D30664-605
D30664-407	D30664-607
D30664-409	D30664-609
D30664-505	D30664-705
D30664-507	D30664-707
D30664-509	D30664-709
D30664-511	D30664-711
D30665-405	D30665-605
D30665-407	D30665-607
D30665-409	D30665-609
D30665-505	D30665-705
D30665-507	D30665-707
D30665-509	D30665-709
D30665-511	D30665-711

D31516-119	D31516-619
D31516-121	D31516-621
D31516-123	D31516-623
D31516-125	D31516-625
D31516-315	D31516-615
D31516-317	D31516-617
D31516-415	D31516-715
D31516-417	D31516-717
D31516-519	D31516-719
D31516-521	D31516-721
D31516-523	D31516-723
D31516-525	D31516-725
D31517-119	D31517-619
D31517-121	D31517-621
D31517-123	D31517-623
D31517-125	D31517-625
D31517-315	D31517-615
D31517-317	D31517-617
D31517-415	D31517-715
D31517-417	D31517-717
D31517-519	D31517-719
D31517-521	D31517-721
D31517-523	D31517-723
D31517-525	D31517-725

(m) New: Modification

(1) Modification of an airplane in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (m)(1)(i) through (m)(1)(iv) of this AD, as applicable to the airplane model and escape slide pack assembly part number, is an acceptable method of compliance with the requirements of paragraph (l) of this AD for that airplane.

(i) Airbus Service Bulletin A320-25-1B81, Revision 01, dated December 10, 2015 (for airplanes equipped with slide/rafts having P/Ns D30664-405, D30664-407, D30664-409, D30664-505, D30664-507, D30664-509, D30664-511, D30665-405, D30665-407, D30665-409, D30665-505, D30665-507, D30665-509, and D30665-511).

(ii) Airbus Service Bulletin A320-25-1B82, Revision 02, dated July 6, 2017 (for airplanes equipped with slides having P/Ns D31516-121, D31516-125, D31516-317, D31516-417, D31516-525, D31517-121, D31517-125, D31517-317, D31517-417, and D31517-525).

(iii) Airbus Service Bulletin A320-25-1B83, Revision 01, dated December 10, 2015 (for airplanes equipped with slides with re-entry line P/Ns D31516-119, D31516-123, D31516-519,

D31516-523, D31516-315, D31516-415, D31517-119, D31517-123, D31517-519, D31517-523, D31517-315, and D31517-415).

(iv) Airbus Service Bulletin A320-25-1B84, Revision 01, dated December 10, 2015 (for airplanes equipped with slides with Dual Fastener P/N D31516-521 and D31517-521).

(2) An escape slide pack assembly not installed on an airplane and having a part number identified as “old” in table 1 to paragraphs (l), (m)(2), (n)(2), and (o)(1) of this AD may be modified to the corresponding part number identified as “new” in table 1 to paragraphs (l), (m)(2), (n)(2), and (o)(1) of this AD, in accordance with Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-96, Revision 2, dated April 29, 2016; and Zodiac Aero Evacuations Systems Service Bulletin S.B. A320 004-25-97, Revision 2, dated September 1, 2016; as applicable.

(n) New: Airplanes Not Affected

(1) An airplane on which Airbus Modification 151459 or Modification 151502 has been embodied in production is not affected by the requirements of paragraph (g) of this AD, provided it is determined that no escape slide pack assembly having a part number specified in figure 2 to paragraphs (n) and (o)(2) of this AD, figure 3 to paragraphs (n) and (o)(2) of this AD, or figure 4 to paragraphs (n) and (o)(2) of this AD, is installed on that airplane as of the effective date of this AD.

(2) An airplane on which Airbus Modification 156766, Modification 156767, Modification 156768, Modification 156769, or Modification 156770 has been embodied in production is not affected by the requirements of paragraphs (g) and (l) of this AD, provided that it is determined that no escape slide raft having a part number identified in figure 2 to paragraphs (n) and (o)(2) of this AD, figure 3 to paragraphs (n) and (o)(2) of this AD, or figure 4 to paragraphs (n) and (o)(2) of this AD, or having a part number identified as “old” in table 1 to paragraphs (l), (m)(2), (n)(2), and (o)(1) of this AD, is installed on that airplane as of the effective date of this AD.

Figure 2 to Paragraphs (n) and (o)(2) of This AD—Air Cruisers and Aerazur Escape Slide Pack Assemblies Affected by Paragraph (1) of This AD

Part No.	
D31516-111	D31517-111
D31516-113	D31517-113
D31516-115	D31517-115
D31516-117	D31517-117
D31516-311	D31517-311
D31516-313	D31517-313

Figure 3 to Paragraphs (n) and (o)(2) of This AD—Air Cruisers and Aerazur Escape Slide Pack Assemblies Affected by Paragraphs (g) and (h) of This AD [If fitted with a Reservoir and Valve Assembly P/N D18309-105 or P/N D18309-205]

Part No.	
D30664-105	D30665-105
D30664-107	D30665-107
D30664-109	D30665-109
D30664-305	D30665-305
D30664-307	D30665-307

D30664-309	D30665-309
D30664-311	D30665-311

**Figure 4 to Paragraphs (n) and (o)(2) of This AD—Air Cruisers and
Aerazur Escape Slide Pack Assemblies Not Approved for Further Installation on Any
Airplane**

Part No.	
D30664-101	D30665-101
D30664-103	D30665-103
D31516-101	D31517-101
D31516-103	D31517-103
D31516-105	D31517-105
D31516-107	D31517-107
D31516-109	D31517-109

(o) New: Parts Installation Provisions

(1) As of the effective date of this AD, do not install on any airplane an escape slide pack assembly having a part number identified as “old” in table 1 to paragraphs (l), (m)(2), (n)(2), and (o)(1) of this AD.

(2) As of the effective date of this AD, do not install on any airplane an escape slide pack assembly having a part number identified in figure 2 to paragraphs (n) and (o)(2) of this AD, figure 3 to paragraphs (n) and (o)(2) of this AD, and figure 4 to paragraphs (n) and (o)(2) of this AD.

(3) Installation of an escape slide pack assembly having a part number approved after March 18, 2016 (the effective date of EASA AD 2016-0043), constitutes compliance with the requirements of paragraph (l) of this AD, provided the conditions as specified in paragraphs (o)(3)(i) and (o)(3)(ii) of this AD are met.

(i) The part number must be approved by the Manager, International Section, Transport Standards Branch, FAA; or the EASA; or Airbus's EASA DOA; and

(ii) The installation must be accomplished in accordance with airplane modification instructions approved by the Manager, International Section, Transport Standards Branch, FAA; or the EASA; or Airbus's EASA DOA.

(p) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (m)(1) of this AD, if those actions were performed before the effective date of this AD using the applicable service information in paragraphs (p)(1)(i) through (p)(1)(v) of this AD.

(i) Airbus Service Bulletin A320-25-1B81, dated August 13, 2015.

(ii) Airbus Service Bulletin A320-25-1B82, dated August 13, 2015.

(iii) Airbus Service Bulletin A320-25-1B82, Revision 01, dated December 10, 2015.

(iv) Airbus Service Bulletin A320-25-1B83, dated July 31, 2015.

(v) Airbus Service Bulletin A320-25-1B84, dated July 31, 2015.

(2) This paragraph provides credit for actions required by paragraph (m)(2) of this AD, if those actions were performed before the effective date of this AD using the applicable service information in paragraphs (p)(2)(i) through (p)(2)(iv) of this AD.

- (i) Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-96, dated July 9, 2015;
- (ii) Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-96, Revision 1, dated September 18, 2015.
- (iii) Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-97, dated July 9, 2015.
- (iv) Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-97, Revision 1, dated September 18, 2015.

(q) 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (r)(2) of this AD. 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.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

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

(r) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0043, dated March 4, 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 2017-0556.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone 425-227-1405; 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 (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 this AD specifies otherwise.

(3) The following service information was approved for IBR on January 16, 2018.

- (i) Airbus Service Bulletin A320-25-1B81, Revision 01, dated December 10, 2015.

(ii) Airbus Service Bulletin A320-25-1B82, Revision 02, dated July 6, 2017.

(iii) Airbus Service Bulletin A320-25-1B83, Revision 01, dated December 10, 2015.

(iv) Airbus Service Bulletin A320-25-1B84, Revision 01, dated December 10, 2015.

(v) Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-96, Revision 2, dated April 29, 2016.

(vi) Zodiac Aero Evacuation Systems Service Bulletin S.B. A320 004-25-97, Revision 2, dated September 1, 2016.

(4) The following service information was approved for IBR on December 31, 2012 (77 FR 70369, November 26, 2012).

(i) Airbus Service Bulletin A320-25-1723, dated December 17, 2010.

(ii) Airbus Service Bulletin A320-25-1724, dated December 17, 2010.

(iii) Air Cruisers Service Bulletin S.B. A320 004-25-85, Revision 2, dated January 3, 2012.

(iv) Air Cruisers Service Bulletin S.B. A320 004-25-56, dated November 12, 1999.

(5) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.com>. For Zodiac Aerospace service information identified in this AD, contact Air Cruisers, Cage Code 70167, 1747 State Route 34, Wall Township, NJ 07727-3935; telephone: (732) 681-3527; Internet: <http://www.zodiac aerospace.com>.

(6) 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.

(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 November 29, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-25-06 Airbus: Amendment 39-19120; Docket No. FAA-2017-0622; Product Identifier 2016-NM-192-AD.

(a) Effective Date

This AD is effective January 16, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (c)(4) of this AD, certificated in any category, all manufacturer serial numbers, except those on which Airbus Modification 153724 was embodied in production.

- (1) Airbus Model A318-111, -112, -121, and -122 airplanes.
- (2) Airbus Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Airbus Model A320-211, -212, -214, -231, -232, and -233 airplanes.
- (4) Airbus Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of a vertical strut penetrating through the cabin floor during an emergency water landing and on airframe ground contact at certain speeds/accelerations. We are issuing this AD to prevent the central vertical strut at frame (FR) 65 from penetrating through the cabin floor in certain conditions, which could lead to injury of occupants and delays during an emergency evacuation.

(f) Compliance

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

(g) Modification

Except as provided by paragraphs (h)(1) and (h)(2) of this AD: Within 72 months after the effective date of this AD, modify the fuselage structure at FR65, in accordance with the Accomplishment Instructions of the applicable service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

- (1) For Model A318 and A319 series airplanes; Model A320-211, -212, -214, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes, as

identified in Airbus Service Bulletin A320-53-1262, Revision 01, dated July 29, 2016: Airbus Service Bulletin A320-53-1262, excluding Appendix 01 and including Appendix 02, Revision 01, dated July 29, 2016.

(2) For Model A320-211, -212, -214, -232, and -233 airplanes, as identified in Airbus Service Bulletin A320-53-1333, dated July 29, 2016: Airbus Service Bulletin A320-53-1333, excluding Appendix 01 and including Appendix 02, dated July 29, 2016.

(3) For Model A321-211, -213, and -231 airplanes as identified in Airbus Service Bulletin A320-53-1334, dated July 29, 2016: Airbus Service Bulletin A320-53-1334, excluding Appendix 01 and including Appendixes 02 and 03, dated July 29, 2016.

(h) Service Information Exceptions

(1) Where the service bulletin specified in paragraphs (g)(1), (g)(2), or (g)(3) of this AD specifies to use ABS5006 foam tape on the new floor support beam, this AD allows the installation of an alternative foam tape, in accordance with a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(2) Where the service bulletin specified in paragraphs (g)(1), (g)(2), or (g)(3) of this AD specifies to install a placard at FR65, that placard installation is not required by this AD.

(i) 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j)(2) of this AD. 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.

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

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0212, dated October 25, 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-2017-0622.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149.

(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) Airbus Service Bulletin A320-53-1262, excluding Appendix 01 and including Appendix 02, Revision 01, dated July 29, 2016.

(ii) Airbus Service Bulletin A320-53-1333, excluding Appendix 01 and including Appendix 02, dated July 29, 2016.

(iii) Airbus Service Bulletin A320-53-1334, excluding Appendix 01 and including Appendixes 02 and 03, dated July 29, 2016.

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

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

Issued in Renton, Washington, on November 16, 2017.

Chris Spangenberg,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-08 ATR-GIE Avions de Transport Régional: Amendment 39-19122; Docket No. FAA-2017-1101; Product Identifier 2016-NM-030-AD.

(a) Effective Date

This AD becomes effective December 28, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR-GIE Avions de Transport Régional Model ATR42-500 and ATR72-212A airplanes, certificated in any category, all manufacturer serial numbers, as specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airplanes modified in production by incorporation of Avions de Transport Régional modification 6977 (New Avionics Suite Standard 2).

(2) Airplanes modified in service by incorporation of Avions de Transport Régional Service Bulletin ATR42-31-0091, Revision 02, January 18, 2016, or Avions de Transport Régional Service Bulletin ATR72-31-1092, Revision 03, dated January 18, 2016, as applicable.

(d) Subject

Air Transport Association (ATA) of America Code 22, Auto Flight.

(e) Reason

This AD was prompted by flight test evaluations that revealed discrepancies with the yaw damper (YD) and autopilot (AP) when in single source operation on certain airplanes. We are issuing this AD to prevent failure of certain operational systems in flight, which could result in loss of control of the airplane.

(f) Compliance

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

(g) Revise the Airplane Flight Manual

(1) Within 15 days after the effective date of this AD, revise the Limitations Section, Emergency Procedures section, and Procedures Following Failures section of the ATR-42 and ATR-72 airplane flight manuals (AFMs), as applicable, to include the information in figure 1 to paragraph (g) of this AD or figure 2 to paragraph (g) of this AD, as applicable; inform all flight crews; and thereafter operate the airplane accordingly.

(2) Revising the AFM as specified in paragraph (g)(1) of this AD can be done by inserting a copy of figure 1 to paragraph (g) of this AD or figure 2 to paragraph (g) of this AD, as applicable, into the applicable AFM.

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision

 AFM	LIMITATIONS SYSTEMS	2_05	
		PAGE : 1	820
		EASA APPROVED	FEB 16
<p><u>2.05.01 - AIR PRESSURIZATION</u></p> <p>Maximum differential pressure 6.35 PSI Maximum negative differential pressure - 0.5 PSI Maximum differential pressure for landing 0.35 PSI Maximum differential pressure for OVBD VALVE full open selection 1 PSI Maximum altitude for one bleed off operation 20000 ft</p> <p><u>2.05.02 - HYDRAULIC SYSTEM</u></p> <p>All hydraulic fluids compliant with technical specification : NSA 307110 Compliant fluids are listed in the AMM (Chapter20, 20-31-30)</p> <p><u>2.05.03 - LANDING GEAR</u></p> <ul style="list-style-type: none"> - Do not perform pivoting (sharp turns) upon a landing gear with fully braked wheels except in case of emergency. - In case of ground speed over 165 kt all tires to be replaced. - Towbarless Towing is prohibited, unless the towbarless towing operations are performed in compliance with the appropriate operational requirements (JAR-OPS-1 for Commercial Air Transportation) using towbarless towing vehicles that are designed and operated to preclude damage to the aeroplane nose wheel steering system or which provide a reliable and unmistakable warning when damage to the steering system may have occurred. Towbarless towing vehicles that are specifically accepted for ATR aircraft are listed in ATR Service Letter 42-09-5001. <p><u>2.05.04 - FLAPS</u></p> <p>Holding with any flaps extended is prohibited in icing conditions (except for single engine operations).</p> <p><u>2.05.05 - AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)</u></p> <ul style="list-style-type: none"> - Minimum height for autopilot engagement on take off : 100 ft. - Limitation in use when in single source configuration (one ADC FAIL and/or one AHRS FAIL, and/or DUAL DC GEN LOSS) <ul style="list-style-type: none"> - Do not use AP and/or YD: <ul style="list-style-type: none"> - below 1000 ft AGL and/or - IAS below 160 kt - Do not use AP with the stall warning inoperative - NAV mode for VOR approach, using either autopilot or flight director is authorized only if : <ul style="list-style-type: none"> - a co-located DME is available, and - DME HOLD is not selected - Minimum height for use of either autopilot or flight director : <ul style="list-style-type: none"> - Except during take off or executing an approach : 1000 ft - VS or IAS mode during approach : 160 ft - CAT 1 APP mode : 160 ft <p>Refer to 7.01.03 for CAT II operation</p>			
Mod : 5948 + 6977		ATR42 Model: 500	

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

 AFM	EMERGENCY PROCEDURES ELECTRICAL SYSTEM	4-04					
		PAGE: 1	820				
		EASA APPROVED	FEB 16				
4.04.01 - DUAL DC GEN LOSS							
<table border="1"> <tr> <td>PF</td> <td>CAPT</td> </tr> <tr> <td>DC GEN 1+2</td> <td>OFF then ON</td> </tr> </table>				PF	CAPT	DC GEN 1+2	OFF then ON
PF	CAPT						
DC GEN 1+2	OFF then ON						
<p>■ If no generator recovered</p> <table border="1"> <tr> <td>HYD GREEN PUMP</td> <td>OFF</td> </tr> <tr> <td>TRU</td> <td>ON</td> </tr> </table> <p>Make sure that TRU arrow illuminates and BAT arrows extinguish.</p> <p>NOTE: If TRU FAULT LAND ASAP</p> <p>MAN RATE KNOB 9 O'CLOCK CAB PRESS MODE SEL MAN AVIONICS VENT EXHAUST MODE OVBD BAT SW OVRD F/O ATT HDG SWITCH TO SYS 1 F/O ADC SWITCH TO SYS 1 AP USE AS RQD YD USE AS RQD</p> <p>CAUTION: use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION: In single engine operation, AP may disconnect with rapid power change. Avoid large PL movement.</p> <p>COM / SURV / NAV USE MCDU1 XPDR SET XPDR 1 ATC (VHF 1 or HF or HF 2) NOTIFY MIN CAB LIGHT OFF</p> <p>NOTE: NAV lights switch set to ON is necessary to provide IEP illumination</p> <p>TLU MAN MODE LO SPD</p> <p>● When TLU LO SPD illuminates</p> <p>TLU AUTO</p> <p>CAUTION: Avoid large rudder input if IAS above 180 kt.</p> <p>STICK PUSHER / SHAKER OFF STICK PUSHER / SHAKER FAULT procedure APPLY SIDE WINDOW / WINDSHIELD HTG OFF DE-/ANTI-ICING MODE SEL AUTO FAULT procedure APPLY AUTO PRESS FAULT procedure APPLY BUS EQPT LIST CHECK</p> <p>NOTE: periodically compare PFD with IESI, crosscheck HDG / TK / STBY-HDG</p>				HYD GREEN PUMP	OFF	TRU	ON
HYD GREEN PUMP	OFF						
TRU	ON						
<p>..... to be continued next page .../...</p>							
Mod:5948+6977		ATR42 Model : 500					

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

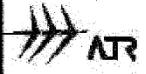
 ATR AFM	EMERGENCY PROCEDURES ELECTRICAL SYSTEM	4_04	
		PAGE : 2	820
		EASA APPROVED	FEB 16
<p>...</p> <ul style="list-style-type: none"> ● Before descent PAX INSTRUCTIONS USE PA HYD X FEED ON <u>NOTE:</u> Selecting HYD X FEED ON allows to recover green hydraulic system ● At touch down IDLE GATE LEVER PULL 			
Mod:5948 +6977		ATR42 Model : 500	

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

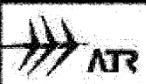
 AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5-04	
		PAGE : 18	820
		EASA APPROVED	FEB 16
<p>5.04.11 - MISCELLANEOUS</p> <p>▶ ONE AHRS FAIL</p> <p>AFFECTED ATT / HDG SWITCHING ALTERNATE SYS FD MODES CONFIRM AP USE AS RQRD YD USE AS RQRD</p> <p><u>Note:</u> RNP AR IS PROHIBITED IF NOT STARTED (if available).</p> <p>WHEN WINGS LEVELED : PERIODICALLY COMPARE PFD with IESI. CROSSCHECK HDG / TK / STBY-COMPASS</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p>▶ AHRS 1 + 2 LOSS</p> <p>PF CAPT IESI USE STBY COMPASS USE AIRCRAFT STABILIZE SPEED AND LEVEL VISUAL FLYING CONDITIONS MAINTAIN IF POSSIBLE ATC NOTIFY FMS PROG PAGE USE</p> <p><u>Note:</u> PFD ATT and HDG are lost, ILS deviation and ADF BRG are valid <u>Note:</u> TERRAIN PICTURE DISPLAY IS AVAILABLE <u>Note:</u> RNP AR IS PROHIBITED (if available).</p> <p>▶ AHRS NOT ALIGN</p> <p>■ If AHRS not align on ground AIRCRAFT STOP UNTIL ALERT DISAPPEARS</p> <p>■ If AHRS not align in flight AHRS FAULT IDENTIFIED AIRCRAFT STABILIZE SPEED AND LEVEL DURING 90s</p> <p>■ If alert disappears AP may be re-engaged</p> <p>■ If AHRS NOT ALIGN persists after 3 minutes ONE AHRS FAIL procedure APPLY</p>			
Mod : 5948 + 6977		ATR42 Model : 500	

Figure 1 to paragraph (g) of this AD – AFM 42-500 revision (Continued)

 AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5-04	
		PAGE : 17	820
		EASA APPROVED	FEB 16
<p>5.04.11 - MISCELLANEOUS</p> <p>▶ ADC FAIL</p> <p>■ If one ADC fail</p> <p>AFFECTED ADC SWITCHING ALTERNATE SYS FD MODES CONFIRM AP USE AS RQRD YD USE AS RQRD</p> <p>PERIODICALLY COMPARE IAS/ALT ON PFDs WITH IESI</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change , Avoid large PL movement.</p> <p>CAUTION : baro setting is available only on non affected side</p> <p><u>Note</u> : RNP AR IS PROHIBITED IF NOT STARTED (if available)</p> <p>■ If ADC 1 lost</p> <p>LANDING ELEVATION SET PRESSURE ALTITUDE</p> <p>■ If ADC 1 + 2 are lost</p> <p>PF CAPT IESI USE MAN RATE KNOB 9 O'CLOCK CAB PRESS MODE SEL MAN AUTO PRESS FAULT procedure APPLY ENG PARAMETERS MONITOR TCAS STBY GPWS OFF TLU HI or LO ACCORDING TO IAS TLU FAULT procedure APPLY</p> <p><u>Note</u>: DE-/ANTI-ICING auto mode selection is lost. <u>Note</u> : RNP AR IS PROHIBITED (if available)</p>			
Mod : 5948 + 6977		ATR42 Model : 500	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision

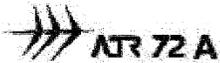
 AFM	LIMITATIONS SYSTEMS	2_05	
		PAGE : 1	820
		EASA APPROVED	FEB 16
<p>2.05.01 - PRESSURIZATION</p> <p>Maximum differential pressure 6.35 PSI Maximum negative differential pressure - 0.5 PSI Maximum differential pressure for landing 0.35 PSI Maximum differential pressure for OVBD VALVE full open selection 1 PSI Maximum altitude for one bleed off operation 20000 ft</p> <p>2.05.02 - HYDRAULIC SYSTEM</p> <p>All hydraulic fluids compliant with technical specification : NSA 307110. Compliant fluids are listed in the AMM (Chapter 20, 20-31-30).</p> <p>2.05.03 - LANDING GEAR</p> <ul style="list-style-type: none"> - Do not perform pivoting (sharp turns) upon a landing gear with fully braked wheels except in case of emergency. - In case of ground speed over 165 kt all tires to be replaced. - Towbarless Towing is prohibited, unless the towbarless towing operations are performed in compliance with the appropriate operational requirements (JAR-OPS-1 for Commercial Air Transportation) using towbarless towing vehicles that are designed and operated to preclude damage to the aeroplane nose wheel steering system or which provide a reliable and unmistakable warning when damage to the steering system may have occurred. Towbarless towing vehicles that are specifically accepted for ATR aircraft are listed in ATR Service Letter 72-09-6001. <p>2.05.04 - FLAPS</p> <p>Holding with any flaps extended is prohibited in icing conditions (except for single engine operations).</p> <p>2.05.05 - AUTOMATIC FLIGHT CONTROL SYSTEM (AFCS)</p> <ul style="list-style-type: none"> - Minimum height for autopilot engagement on take off : 100 ft. - Limitation in use when in single source configuration (one ADC FAIL and/or, one AHRS FAIL, and/or DUAL DC GEN LOSS) <ul style="list-style-type: none"> - Do not use AP and/or YD: <ul style="list-style-type: none"> - below 1000 ft AGL and/or - IAS below 160 kt - Do not use AP with the stall warning inoperative - NAV mode for VOR approach, using either autopilot or flight director is authorized only if : <ul style="list-style-type: none"> - a co-located DME is available, and - DME HOLD is not selected. - Minimum height for use of either autopilot or flight director : <ul style="list-style-type: none"> - Except during take off or executing an approach : 1000 ft - VS or IAS mode during approach : 160 ft - CAT 1 APP mode : 160 ft <p>Refer to 7.01.03 for CAT II operation</p>			
Mod : 5948 + 6977		Model : 212 A	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)

 AFM	72 A	EMERGENCY PROCEDURES	4-04
	ELECTRICAL SYSTEM		PAGE : 1 820
			EASA APPROVED

4.04.01 - DUAL DC GEN LOSS

PF	CAPT
DC GEN 1+2	OFF then ON

■ **If no generator recovered**

HYD GREEN PUMP	OFF
TRU	ON

Make sure that TRU arrow illuminates and BAT arrows extinguish.

NOTE: If TRU FAULT LAND ASAP

MAN RATE KNOB	9 O'CLOCK
CAB PRESS MODE SEL	MAN
AVIONICS VENT EXHAUST MODE	OVRD
BAT SW	OVRD
F/O ATT HDG	SWITCH TO SYS 1
F/O ADC	SWITCH TO SYS 1
AP USE	AS RQD
YD USE	AS RQD

CAUTION: use of AP and / or YD are prohibited below 1000 ft AGL
use of AP and / or YD are prohibited for IAS < 160 kt.

CAUTION: In single engine operation, AP may disconnect with rapid power change. Avoid large PL movement.

COM / SURV / NAV	USE MCDU1
XPDR	SET XPDR 1
ATC (VHF 1 or HF or HF 2)	NOTIFY
MIN CAB LIGHT	OFF

NOTE: NAV lights switch set to ON is necessary to provide IEP illumination

TLU	MAN MODE LO SPD
-----	-----------------

● **When TLU LO SPD illuminates**

TLU	AUTO
-----	------

CAUTION: Avoid large rudder input if IAS above 180 kt.

STICK PUSHER / SHAKER	OFF
STICK PUSHER / SHAKER FAULT procedure	APPLY
SIDE WINDOW / WINDSHIELD HTG	OFF
DE-/ANTI-ICING MODE SEL AUTO FAULT procedure	APPLY
AUTO PRESS FAULT procedure	APPLY
BUS EQPT LIST	CHECK

NOTE: periodically compare PFD with IESI, crosscheck HDG / TK / STBY-HDG

to be continued next page ...

Mod:5948+6977	Model: 212 A
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Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)

	EMERGENCY PROCEDURES		4 - 04	
	ELECTRICAL SYSTEM		PAGE: 2	820
			EASA APPROVED	FEB 16
<p>.....</p> <ul style="list-style-type: none"> ● Before descent <ul style="list-style-type: none"> PAX INSTRUCTIONS USE PA HYD X FEED ON NOTE: Selecting HYD X FEED ON allows to recover green hydraulic system ● At touch down <ul style="list-style-type: none"> IDLE GATE LEVER PULL 				
Mod: 5948 +6977			Model: 212 A	

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)

 ATR 72 A AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5-04																															
		PAGE : 17	820																														
		EASA APPROVED	FEB 16																														
<p><u>5.04.11 - MISCELLANEOUS</u></p> <p>▶ ADC FAIL</p> <p>■ If one ADC fail</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">AFFECTED ADC SWITCHING</td> <td>ALTERNATE SYS</td> </tr> <tr> <td>FD MODES</td> <td>CONFIRM</td> </tr> <tr> <td>AP USE</td> <td>AS RQRD</td> </tr> <tr> <td>YD USE</td> <td>AS RQRD</td> </tr> </table> <p>PERIODICALLY COMPARE IAS/ALT ON PFDs WITH IESI</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large FL movement.</p> <p>CAUTION : baro setting is available only on non affected side</p> <p><u>Note</u> : RNP AR IS PROHIBITED IF NOT STARTED (if available)</p> <p>■ If ADC 1 lost</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">LANDING ELEVATION</td> <td>SET PRESSURE ALTITUDE</td> </tr> </table> <p>■ If ADC 1 + 2 are lost</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">PF</td> <td>CAPT</td> </tr> <tr> <td>IESI</td> <td>USE</td> </tr> <tr> <td>MAN RATE KNOB</td> <td>9 O'CLOCK</td> </tr> <tr> <td>CAB PRESS MODE SEL</td> <td>MAN</td> </tr> <tr> <td>AUTO PRESS FAULT procedure</td> <td>APPLY</td> </tr> <tr> <td>ENG PARAMETERS</td> <td>MONITOR</td> </tr> <tr> <td>TCAS</td> <td>STBY</td> </tr> <tr> <td>GPWS</td> <td>OFF</td> </tr> <tr> <td>TLU</td> <td>HI or LO ACCORDING TO IAS</td> </tr> <tr> <td>TLU FAULT procedure</td> <td>APPLY</td> </tr> </table> <p><u>Note</u>: DE-/ANTI-ICING auto mode selection is lost. <u>Note</u> : RNP AR IS PROHIBITED (if available)</p>				AFFECTED ADC SWITCHING	ALTERNATE SYS	FD MODES	CONFIRM	AP USE	AS RQRD	YD USE	AS RQRD	LANDING ELEVATION	SET PRESSURE ALTITUDE	PF	CAPT	IESI	USE	MAN RATE KNOB	9 O'CLOCK	CAB PRESS MODE SEL	MAN	AUTO PRESS FAULT procedure	APPLY	ENG PARAMETERS	MONITOR	TCAS	STBY	GPWS	OFF	TLU	HI or LO ACCORDING TO IAS	TLU FAULT procedure	APPLY
AFFECTED ADC SWITCHING	ALTERNATE SYS																																
FD MODES	CONFIRM																																
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PF	CAPT																																
IESI	USE																																
MAN RATE KNOB	9 O'CLOCK																																
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TLU	HI or LO ACCORDING TO IAS																																
TLU FAULT procedure	APPLY																																
Mod : 5948 + 6977		Model : 212 A																															

Figure 2 to paragraph (g) of this AD – AFM 72-212A revision (Continued)

 AFM	PROCEDURES FOLLOWING FAILURES SYSTEMS	5_04	
		PAGE : 18	820
		EASA APPROVED	FEB 16
<p>5.04.11 - MISCELLANEOUS</p> <p>▶ ONE AHRS FAIL</p> <p>AFFECTED ATT / HDG SWITCHING ALTERNATE SYS FD MODES CONFIRM AP USE AS RQRD YD USE AS RQRD</p> <p><u>Note:</u> RNP AR IS PROHIBITED IF NOT STARTED (if available).</p> <p>WHEN WINGS LEVELLED : PERIODICALLY COMPARE PFD with IESI. CROSSCHECK HDG / TK / STBY-COMPASS</p> <p>CAUTION : use of AP and / or YD are prohibited below 1000 ft AGL use of AP and / or YD are prohibited for IAS < 160 kt</p> <p>CAUTION : In single engine operation , AP may disconnect with rapid power change . Avoid large PL movement.</p> <p>▶ AHRS 1 + 2 LOSS</p> <p>PF CAPT IESI USE STBY COMPASS USE AIRCRAFT STABILIZE SPEED AND LEVEL VISUAL FLYING CONDITIONS MAINTAIN IF POSSIBLE ATC NOTIFY FMS PROG PAGE USE</p> <p><u>Note:</u> PFD ATT and HDG are lost, ILS deviation and ADF BRG are valid <u>Note:</u> TERRAIN PICTURE DISPLAY IS AVAILABLE <u>Note:</u> RNP AR IS PROHIBITED (if available)</p> <p>▶ AHRS NOT ALIGN</p> <p>■ If AHRS not align on ground AIRCRAFT STOP UNTIL ALERT DISAPPEARS</p> <p>■ If AHRS not align in flight AHRS FAULT IDENTIFIED AIRCRAFT STABILIZE SPEED AND LEVEL DURING 90s</p> <p>■ If alert disappears AP may be re-engaged</p> <p>■ If AHRS NOT ALIGN persists after 3 minutes ONE AHRS FAIL procedure APPLY</p>			
Mod : 5948 + 6977		Model : 212 A	

(h) 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (i)(2) of this AD. 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.

(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 ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0046, dated March 9, 2016, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1101.

(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.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on December 4, 2017.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-25-09 Airbus: Amendment 39-19123; Docket No. FAA-2017-0714; Product Identifier 2017-NM-042-AD.

(a) Effective Date

This AD is effective January 18, 2018.

(b) Affected ADs

This AD replaces AD 2012-21-04, Amendment 39-17220 (77 FR 64701, October 23, 2012) (“AD 2012-21-04”).

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, all certificated models, all manufacturer serial numbers.

(1) Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.

(2) Airbus Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

(3) Airbus Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes, Model A300 B4-605R and B4-622R airplanes, Model A300 F4-605R and F4-622R airplanes, and Model A300 C4-605R Variant F airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel.

(e) Reason

This AD was prompted by reports of cracked fuel pump canister hoods located in fuel tanks and new in-service events of wing-outer tank fuel pump canister hood cracking. We are issuing this AD to prevent any detached canister hood fragments/debris from being ingested into the fuel feed system, and becoming a potential source of ignition with consequent fire or explosion.

(f) Compliance

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

(g) Retained Initial Inspection and Replacement, With Revised Requirements and Service Information

This paragraph restates the requirements of paragraph (g) of AD 2012-21-04, with revised requirements and service information. Within 30 months after November 27, 2012 (the effective date of AD 2012-21-04), do a detailed inspection for cracking of the fuel pump canister hood halves installed on all center and wing-inner tank fuel pump canisters having part numbers (P/N) 2052C11, 2052C12, and C93R51-601, in accordance with the Accomplishment Instructions of the service

bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable. If any crack is found on any fuel pump canister hood half during any inspection, before further flight, replace the fuel pump canister hood half, in accordance with the Accomplishment Instructions of the service bulletin specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD, as applicable.

(1) For Model A300 series airplanes: Airbus Mandatory Service Bulletin A300-28-0089, Revision 01, including Inspection Findings–Reporting Sheet, dated April 15, 2011; or Airbus Service Bulletin A300-28-0089, Revision 03, dated December 16, 2016. As of the effective date of this AD, only use Airbus Service Bulletin A300-28-0089, Revision 03, dated December 16, 2016.

(2) For Model A300-600 series airplanes: Airbus Mandatory Service Bulletin A300-28-6106, Revision 01, including Inspection Findings–Reporting Sheet, dated April 15, 2011; or Airbus Service Bulletin A300-28-6106, Revision 03, dated December 16, 2016. As of the effective date of this AD, only use Airbus Service Bulletin A300-28-6106, Revision 03, dated December 16, 2016.

(3) For Model A310 series airplanes: Airbus Mandatory Service Bulletin A310-28-2173, Revision 01, including Inspection Findings–Reporting Sheet, dated April 15, 2011; or Airbus Service Bulletin A310-28-2173, Revision 03, dated December 16, 2016. As of the effective date of this AD, only use Airbus Service Bulletin A310-28-2173, Revision 03, dated December 16, 2016.

(h) Retained Repetitive Inspections, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2012-21-04, with no changes. Within 30 months after accomplishing the actions specified in paragraph (g) of this AD, and thereafter at intervals not to exceed 30 months, repeat the detailed inspection specified in paragraph (g) of this AD.

(i) New Repetitive Inspections and Replacement of the Wing-Outer Tank and Trim Tank Fuel Pump Canister Hood Halves

Within 30 months after the effective date of this AD, do a detailed inspection for cracking of the wing-outer tank and trim tank, as applicable, fuel pump canister hood halves installed on all fuel pump canisters having P/Ns 2052C11, 2052C12, and C93R51-601, in accordance with the Accomplishment Instructions of the service bulletin specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD, as applicable. Repeat the inspection thereafter at intervals not to exceed 30 months. If any crack is found on any fuel pump canister hood half during any inspection, before further flight, replace the fuel pump canister hood half, in accordance with the Accomplishment Instructions of the service bulletin specified in paragraph (i)(1), (i)(2), or (i)(3) of this AD, as applicable.

(1) For Model A300 series airplanes: Airbus Service Bulletin A300-28-0089, Revision 03, dated December 16, 2016.

(2) For Model A300-600 series airplanes: Airbus Service Bulletin A300-28-6106, Revision 03, dated December 16, 2016.

(3) For Model A310 series airplanes: Airbus Service Bulletin A310-28-2173, Revision 03, dated December 16, 2016.

(j) New Optional Terminating Actions

Replacement of the fuel pump canister hood halves installed on all fuel pump canisters having P/Ns 2052C11, 2052C12, and C93R51-601, constitutes terminating action for the inspections required by paragraphs (g) and (h) of this AD for that airplane. The replacement of the fuel pump canister hood halves must be done in accordance with the Accomplishment Instructions of the service information specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, as applicable.

(1) For Model A300 series airplanes: Airbus Service Bulletin A300-28-0092, Revision 01, dated August 29, 2014 (for center and wing-inner tank fuel pump canister hood halves); and Airbus Service Bulletin A300-28-0094, Revision 00, dated January 9, 2017 (for wing-outer tank fuel pump canister hood halves).

(2) For Model A300-600 series airplanes: Airbus Service Bulletin A300-28-6110, Revision 01, dated August 29, 2014 (for center and wing-inner tank fuel pump canister hood halves); and Airbus Service Bulletin A300-28-6114, Revision 00, dated January 9, 2017 (for wing-outer tank and trim tank fuel pump canister hood halves).

(3) For Model A310 series airplanes: Airbus Service Bulletin A310-28-2175, Revision 01, dated August 29, 2014 (for center and wing-inner tank fuel pump canister hood halves); and Airbus Service Bulletin A310-28-2178, Revision 00, dated January 9, 2017 (for wing-outer tank and trim tank fuel pump canister hood halves).

(k) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraph (k)(1)(i), (k)(1)(ii), or (k)(1)(iii) of this AD.

(i) Airbus Service Bulletin A300-28-0089, dated January 13, 2011; or Airbus Service Bulletin A300-28-0089, Revision 02, dated April 25, 2014.

(ii) Airbus Service Bulletin A300-28-6106, dated January 13, 2011; or Airbus Service Bulletin A300-28-6106, Revision 02, dated April 25, 2014.

(iii) Airbus Service Bulletin A310-28-2173, dated January 13, 2011; or Airbus Service Bulletin A310-28-2173, Revision 02, dated April 25, 2014.

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

(i) Airbus Service Bulletin A300-28-0089, dated January 13, 2011; Airbus Mandatory Service Bulletin A300-28-0089, Revision 01, dated April 15, 2011; or Airbus Service Bulletin A300-28-0089, Revision 02, dated April 25, 2014.

(ii) Airbus Service Bulletin A300-28-6106, dated January 13, 2011; Airbus Mandatory Service Bulletin A300-28-6106, Revision 01, dated April 15, 2011; or Airbus Service Bulletin A300-28-6106, Revision 02, dated April 25, 2014.

(iii) Airbus Service Bulletin A310-28-2173, dated January 13, 2011; Airbus Mandatory Service Bulletin A310-28-2173, Revision 01, dated April 15, 2011; or Airbus Service Bulletin A310-28-2173, Revision 02, dated April 25, 2014.

(3) This paragraph provides credit for the actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-28-6110, Revision 00, dated November 28, 2013.

(l) 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (m)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov.

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

(ii) AMOCs approved previously for AD 2012-21-04 are not approved as AMOCs with this AD.

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0051, dated March 23, 2017, 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-2017-0714.

(2) For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-2125; 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 (n)(5) and (n)(6) of this AD.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 18, 2018.

(i) Airbus Service Bulletin A300-28-0089, Revision 03, dated December 16, 2016.

(ii) Airbus Service Bulletin A300-28-0092, Revision 01, dated August 29, 2014.

(iii) Airbus Service Bulletin A300-28-0094, Revision 00, dated January 9, 2017.

(iv) Airbus Service Bulletin A300-28-6106, Revision 03, dated December 16, 2016.

(v) Airbus Service Bulletin A300-28-6110, Revision 01, dated August 29, 2014.

(vi) Airbus Service Bulletin A300-28-6114, Revision 00, dated January 9, 2017.

(vii) Airbus Service Bulletin A310-28-2173, Revision 03, dated December 16, 2016.

(viii) Airbus Service Bulletin A310-28-2175, Revision 01, dated August 29, 2014.

(ix) Airbus Service Bulletin A310-28-2178, Revision 00, dated January 9, 2017.

(4) The following service information was approved for IBR on November 27, 2012 (77 FR 64701, October 23, 2012).

(i) Airbus Mandatory Service Bulletin A300-28-0089, Revision 01, including Inspection Findings–Reporting Sheet, dated April 15, 2011.

(ii) Airbus Mandatory Service Bulletin A300-28-6106, Revision 01, including Inspection Findings–Reporting Sheet, dated April 15, 2011.

(iii) Airbus Mandatory Service Bulletin A310-28-2173, Revision 01, including Inspection Findings–Reporting Sheet, dated April 15, 2011.

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

(6) 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.

(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 December 4, 2017.
Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-10 The Boeing Company: Amendment 39-19124; Docket No. FAA-2017-0473; Product Identifier 2016-NM-195-AD.

(a) Effective Date

This AD is effective January 18, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/\\$FILE/ST01219SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/ebd1cec7b301293e86257cb30045557a/$FILE/ST01219SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE 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 55, Stabilizers.

(e) Unsafe Condition

This AD was prompted by a report indicating that wear of the bearing plate slider bushings could cause disconnection of elevator hinge number 4 or number 6, which could excite the horizontal stabilizer under certain in-flight speed/altitude conditions and lead to degradation of the structure, departure of the elevator or horizontal stabilizer from the airplane, and loss of continued safe flight and landing.

(f) Compliance

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

(g) Actions for Group 1 Airplanes

For airplanes identified as Group 1 in Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016: Within 120 days after the effective date of this AD, do inspections and checks of the elevator and horizontal stabilizer at elevator hinge numbers 4 and 6 and the replacement and test of the bearing plate at elevator hinge numbers 4 and 6, and do all applicable related

investigative and corrective actions, using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(h) Inspections and Checks for Groups 2 and 3 Airplanes

For airplanes identified as Groups 2 and 3 in Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016: Except as required by paragraph (j)(1) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016, do the applicable inspections and checks of elevator hinge numbers 4 and 6 and related components specified in paragraphs (h)(1) through (h)(8) of this AD, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016, except as required by paragraph (j)(2) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the actions specified in paragraphs (h)(1) through (h)(8) of this AD thereafter at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016.

(1) For Groups 2 and 3 airplanes: A high frequency eddy current (HFEC) inspection for cracking of the elevator hinge numbers 4 and 6.

(2) For Groups 2 and 3 airplanes: A loose bolt check at elevator hinge numbers 4 and 6.

(3) For Groups 2 and 3 airplanes: An HFEC inspection and low frequency eddy current (LFEC) inspection for cracking of the horizontal stabilizer forward of elevator hinge numbers 4 and 6.

(4) For Groups 2 and 3 airplanes: A loose bolt check of horizontal stabilizer attach plates at elevator hinge numbers 4 and 6.

(5) For Groups 2 and 3 airplanes: A detailed inspection of the horizontal stabilizer rear spar outer mold line, gusset plate, and inspar skin for any corrosion.

(6) For Group 2, Configuration 2, and Group 3 airplanes: A general visual inspection of the elevator front spar around hinge numbers 4 and 6 for any ply damage.

(7) For Group 2 and 3 airplanes: A tap test inspection of the elevator skin for any delamination at elevator hinge numbers 4 and 6.

(8) For Group 2, Configuration 2, and Group 3 airplanes on which elevator hinge fitting assembly 65C31307-() is installed at elevator hinge number 6: An HFEC inspection of the hinge fitting for any crack.

(i) Repetitive Bearing Plate Replacement and Test

For airplanes identified as Group 2, Configuration 2, and Group 3 in Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016: Except as required by paragraph (j)(1) of this AD, at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016, do the actions specified in paragraphs (i)(1) and (i)(2) of this AD, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016, except as required by paragraph (j)(2) of this AD. All applicable related investigative and corrective actions must be done before further flight. Repeat the actions specified in paragraphs (i)(1) and (i)(2) of this AD thereafter at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016.

(1) Replace the bearing plates at elevator hinge numbers 4 and 6.

(2) Do an elevator hinge bearing plate binding test at elevator hinge numbers 4 and 6.

(j) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016, specifies a compliance time “after the original issue date of this Service Bulletin,” this AD requires compliance within the specified compliance time after the effective date of this AD.

(2) Although Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016, specifies to contact Boeing for repair instructions, and specifies that action as “RC” (Required for Compliance), this AD requires repair before further flight using a method approved in accordance with the procedures specified in paragraph (m) of this AD.

(k) Parts Installation Limitation

As of the effective date of this AD: A horizontal stabilizer, an elevator, or a bearing plate may be installed on any airplane, provided the actions required by paragraphs (h) and (i) of this AD are done within the applicable compliance times specified in paragraphs (h) and (i) of this AD.

(l) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (h) and (i) of this AD, if those actions were performed before the effective date of this AD using Boeing Alert Service Bulletin 737-55A1099, dated July 5, 2016.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (n) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

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

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

(4) Except as required by paragraph (j)(2) of this AD: For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (m)(4)(i) and (m)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled “RC Exempt,” then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(n) Related Information

For more information about this AD, contact George Garrido, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5357; fax: 562-627-5210; email: george.garrido@faa.gov.

(o) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-55A1099, Revision 1, dated October 21, 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet <https://www.myboeingfleet.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>.

Issued in Renton, Washington, on December 4, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-25-11 Dassault Aviation: Amendment 39-19125; Docket No. FAA-2017-0513; Product Identifier 2016-NM-152-AD.

(a) Effective Date

This AD is effective January 22, 2018.

(b) Affected ADs

This AD affects AD 2015-13-08, Amendment 39-18195 (80 FR 37150, June 30, 2015) (“AD 2015-13-08”).

(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 certain delivered airplanes, which identified a manufacturing deficiency of certain engine air inlet anti-ice “piccolo” tubes. We are issuing this AD to detect and correct discrepancies of each anti-ice “piccolo” tube assembly of certain engine air inlets; this condition could result in reduced performance of the engine anti-ice protection system, leading to ice accretion and ingestion into the engines, and possibly resulting 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) Inspection

For airplanes other than those on which an engine air inlet having part number (P/N) 06ND71600-1, with a marking “NTR-RKFAL97” “NTR-RKFAL98,” “F2000EX-384,” or “F2000EX-384-R1” on the air inlet data plate has been incorporated on both engines: Within 1,300 flight hours or 26 months after the effective date of this AD, whichever occurs first; inspect each anti-ice “piccolo” tube assembly of each engine air inlet for discrepancies (i.e., an incorrect opening diameter of the anti-ice tube assembly or perforation holes blocked by residue), and do all applicable corrective actions, in accordance with the Accomplishment Instructions of Dassault Falcon 2000EX Service Bulletin F2000EX-384, Revision 1, dated March 1, 2016; except as required by paragraph (h) of this AD. Do all applicable corrective actions before further flight.

(h) Service Information Exception

Where Dassault Falcon 2000EX Service Bulletin F2000EX-384, Revision 1, dated March 1, 2016, specifies to contact Dassault for appropriate action: Before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (l)(2) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Dassault Falcon 2000EX Service Bulletin F2000EX-384, dated January 27, 2016.

(j) Terminating Action

Accomplishment of the actions required by paragraph (g) of this AD terminates all requirements of AD 2015-13-08 for that airplane.

(k) Parts Installation Limitation

As of the effective date of this AD, installation of an engine air inlet having part number (P/N) 06ND71600-1 on any airplane is allowed, provided the engine air inlet data plate shows the marking "NTR-RKFAL97," "NTR-RKFAL98," "F2000EX-384," or "F2000EX-384-R1."

(l) 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. If sending information directly to the certification office, send it to the attention of the person identified in paragraph (m)(2) of this AD. 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.

(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 Dassault Aviation's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0168, dated August 17, 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-2017-0513.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1137; 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 (n)(3) and (n)(4) of this AD.

(n) Material Incorporated by Reference

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

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

(i) Dassault Falcon 2000EX Service Bulletin F2000EX-384, Revision 1, dated March 1, 2016.

(ii) Reserved.

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

(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>.

Issued in Renton, Washington, on December 4, 2017.

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-12 The Boeing Company: Amendment 39-19126; Docket No. FAA-2017-0807; Product Identifier 2017-NM-080-AD.

(a) Effective Date

This AD is effective January 22, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to The Boeing Company Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01219SE (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/EBD1CEC7B301293E86257CB30045557A?OpenDocument&Highlight=st01219se) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a “change in product” alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracking in the webs of the stub beams at certain fuselage stations. These cracks are a result of fatigue caused by cyclical loading from pressurization, wing loads, and landing loads. We are issuing this AD to detect and correct cracking in the webs of the stub beams at certain fuselage stations, which, if not corrected, could result in the loss of structural integrity of the airframe during flight, collapse of the main landing gear, and failure of the pressure deck.

(f) Compliance

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

(g) Required Actions for Group 1 Airplanes

For airplanes identified as Group 1 in Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017, within 120 days after the effective date of this AD, inspect the stub beam webs for any cracking, and do all applicable on-condition actions, using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) Required Actions for Group 2, 3, 4, 5, and 6 Airplanes

Except as required by paragraph (i) of this AD: For Group 2, 3, 4, 5, and 6 airplanes, as identified in Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017, at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017.

(i) Exceptions to Service Information Specifications

(1) For purposes of determining compliance with the requirements of this AD, the phrase "the effective date of this AD" may be substituted for "the original issue date of this service bulletin," as specified in Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017.

(2) Where Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017, specifies contacting Boeing, and specifies that action as RC: This AD requires using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO 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. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

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

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

(4) Except as required by paragraph (i)(2) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (j)(4)(i) and (j)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled "RC Exempt," then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Galib Abumeri, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5324; fax: 562-627-5210; email: galib.abumeri@faa.gov.

(I) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 737-53A1364, dated May 24, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminister Blvd., MC 110-SK57, Seal Beach, CA 90740-5600; telephone 562-797-1717; internet <https://www.myboeingfleet.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>.

Issued in Renton, Washington, on December 5, 2017.

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-13 Airbus: Amendment 39-19127; Docket No. FAA-2017-0627; Product Identifier 2017-NM-037-AD.

(a) Effective Date

This AD is effective January 22, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342 and -343 airplanes; and Airbus Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes; certificated in any category, all manufacturer's serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a report that the trimmable horizontal stabilizer actuator (THSA) might not function as intended after failure of the primary load path. We are issuing this AD to detect and correct discrepancies of the THSA upper attachments and no-back housing, which could lead to THSA upper attachment failure and consequent disconnection of the THSA from the airplane structure, possibly resulting in loss of control of the airplane.

(f) Compliance

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

(g) Repetitive Detailed Visual Inspections

Before exceeding the threshold in Table 1 to paragraph (g) of this AD, as applicable, or within 3 months after the effective date of this AD, whichever occurs later; and thereafter at intervals not to exceed the inspection interval values defined in Table 1 to paragraph (g) of this AD; accomplish a detailed visual inspection for discrepancies of the THSA upper attachments and no-back housing, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable. Where the "Threshold" column of table 1 to paragraph (g) of this AD specifies compliance times in "FH" (flight hours) or "FC" (flight cycles), those compliance times are flight hours or flight cycles since the first flight of the airplane, or since the last accomplishment of Airbus Model A330 or A340 Maintenance Review Board Report task 27.40.00/07, or since the last detailed

visual inspection of the THSA done in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 00, A340-27-4203, Revision 00, or A340-27-5067, Revision 00, all dated July 1, 2016, as applicable.

Table 1 to Paragraph (g) of This AD—THSA Upper Attachments/No-Back Housing Inspections

Affected airplanes	Compliance times (whichever occurs first, flight hours (FH) or flight cycles (FC))	
	Threshold	Inspection interval (not to exceed)
A330, A340-200 and A340-300	Before 4,000 FH or 1,000 FC	4,000 FH or 1,000 FC
A340-500 and A340-600	Before 4,000 FH or 800 FC	4,000 FH or 800 FC

(h) Additional Inspections and Corrective Actions

(1) If, during any inspection required by paragraph (g) of this AD, any discrepancy identified in the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable, is detected, before further flight, remove the THSA, and accomplish a detailed visual inspection for discrepancies of the upper attachment fitting of the airplane and a detailed visual inspection for discrepancies of the removed THSA, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable. As an alternative to the removed THSA inspections required by this paragraph, before further flight, replace the THSA with a serviceable part (as defined in paragraph (i) of this AD).

(2) If, during any inspection of the upper attachment fitting of the airplane required by paragraph (h)(1) of this AD, any discrepancy identified in the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable, is detected, before further flight, repair using a method approved in accordance with the procedures specified in paragraph (k)(2) of this AD.

(3) If, during any inspection of the removed THSA required by paragraph (h)(1) of this AD, no discrepancy specified in the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable, is detected, before further flight, reinstall the THSA, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable.

(4) If, during any inspection of the removed THSA required by paragraph (h)(1) of this AD, any discrepancy specified in the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable, is detected, before further flight, replace the THSA with a serviceable part (as defined in paragraph (i) of this AD), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable.

(i) Definition of Serviceable THSA

For the purpose of this AD, a serviceable THSA is a part that has accumulated less than 4,000 FH or 1,000 FC (for Airbus Model A330, A340-200, or A340-300 airplanes) or 4,000 FH or 800 FC (for Airbus Model A340-500 or A340-600 airplanes), whichever occurs first since the first flight of the airplane, or since the last overhaul of the THSA, or since the last detailed visual inspection of the

THSA in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-27-3218, Revision 01, A340-27-4203, Revision 01, or A340-27-5067, Revision 01, all dated December 5, 2016, as applicable.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g), (h)(1), (h)(3), and (h)(4) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD, as applicable.

- (1) Airbus Service Bulletin A330-27-3218, Revision 00, dated July 1, 2016.
- (2) Airbus Service Bulletin A340-27-4203, Revision 00, dated July 1, 2016.
- (3) Airbus Service Bulletin A340-27-5067, Revision 00, dated July 1, 2016.

(k) 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (l)(2) of this AD. 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.

(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's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): Except as required by paragraph (h)(2) of this AD: If any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0044, dated March 9, 2017, 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-2017-0627.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1138; 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 (m)(3) and (m)(4) of this AD.

(m) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A330-27-3218, Revision 01, dated December 5, 2016.

(ii) Airbus Service Bulletin A340-27-4203, Revision 01, dated December 5, 2016.

(iii) Airbus Service Bulletin A340-27-5067, Revision 01, dated December 5, 2016.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96; fax: +33 5 61 93 45 80; email: airworthiness.A330-A340@airbus.com; internet: <http://www.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>.

Issued in Renton, Washington, on December 5, 2017.

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-14 Fokker Services B.V.: Amendment 39-19128; Docket No. FAA-2017-1103; Product Identifier 2014-NM-063-AD.

(a) Effective Date

This AD becomes effective December 29, 2017.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model F28 Mark 0070 airplanes, all serial numbers.

(2) Model F28 Mark 0100 airplanes equipped with Rolls-Royce Deutschland TAY-620-15 engines.

(d) Subject

Air Transport Association (ATA) of America Code 76, Engine controls.

(e) Reason

This AD was prompted by a report of an engine multiple fan blade-off (MFBO) event, caused by engine fan flutter. We are issuing this AD to prevent engine MFBO events, which could lead to structural damage and possible reduced controllability of the airplane.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the action(s) at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2014-0055, dated March 7, 2014.

(h) 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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (i)(2) of this AD. 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.

(i) Related Information

(1) Refer to MCAI EASA AD 2014-0055, dated March 7, 2014, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1103.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1137; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on December 6, 2017.
Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-15 ATR–GIE Avions de Transport Régional: Amendment 39-19129; Docket No. FAA-2017-1170; Product Identifier 2013-NM-054-AD.

(a) Effective Date

This AD becomes effective January 2, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR–GIE Avions de Transport Régional airplanes, certificated in any category, identified in paragraphs (c)(1) through (c)(6) of this AD.

Note 1 to the introductory text of paragraph (c) of this AD: In EASA AD 2013-0032, dated February 18, 2013, airplanes specified in paragraphs (c)(1) and (c)(2) of this AD are identified as Group 1 airplanes and airplanes specified in paragraphs (c)(3) through (c)(6) of this AD are identified as Group 2 airplanes.

- (1) Model ATR42-500 airplanes: Manufacturer serial numbers (MSNs) 645, 653, 657, 659, 661, 663, and 665.
- (2) Model ATR72-212A airplanes: MSNs 778, 994, 995, 996, 998, 999, 1000, and 1020.
- (3) Model ATR42-300 airplanes: MSNs 348 and 415.
- (4) Model ATR42-500 airplanes: MSNs 497, 501, and 514.
- (5) Model ATR72-202 airplanes: MSNs 192, 411, 496, 508, and 509.
- (6) Model ATR72-212A airplanes: MSNs 468, 568, 595, 662, 796, 920, 926, 950, 1024, 1025, 1028, 1029, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1039, and 1040.

(d) Subject

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

(e) Reason

This AD was prompted by an investigation performed on a failed dual distributor valve (DDV) that revealed a nonconformity of crimping on an internal valve. We are issuing this AD to prevent the deflation of the related deicing boot chamber during deicing cycles, which could result in reduced controllability of the airplane in icing conditions.

(f) Compliance

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

(g) Part Identification

Within 6 months after the effective date of this AD, identify the serial number of the DDV as specified in paragraph (g)(1) or (g)(2) of this AD, as applicable. A review of airplane delivery or maintenance records is acceptable to make the identification as required by this paragraph, provided those records can be relied upon for that purpose, and the serial number of the DDV can be conclusively identified from that review.

(1) For airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, identify the serial number of the engine DDV part number (P/N) B03AA1060, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-30-0081, Revision 02, dated March 26, 2013; or ATR72-30-1050, Revision 03, dated March 26, 2013; as applicable to airplane model.

(2) For airplanes identified in paragraphs (c)(3), (c)(4), (c)(5), and (c)(6) of this AD, identify the serial number of the wing and/or stabilizer DDV, P/N B03AA1031 or B03AA1040, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-30-0080, Revision 02, dated March 26, 2013; or ATR72-30-1049, Revision 03, dated March 26, 2013; as applicable to airplane model.

(h) Definition of Serviceable DDV

For purposes of this AD, a serviceable DDV is any DDV having a serial number listed in figure 1 to paragraphs (h) and (i) of this AD with a suffix “R” added to the serial number.

Figure 1 to paragraphs (h) and (i) of this AD – Affected DDVs

PART NUMBER	SERIAL NUMBER
B03AA1031	116
B03AA1031	T1228, T1583, T2132, T2160, T2321, and T2537
B03AA1040	318, 369, 377, 402, 506, 591, 637, 1082, 1215, 1303, 1331, 1662, 1672, 1676, 2175, and 2748 through 2769 inclusive
B03AA1040	T1531
B03AA1060	693, and 1332 through 1351 inclusive

(i) Corrective Action

If, during the part identification required by paragraph (g) of this AD, any DDV identified in figure 1 to paragraphs (h) and (i) of this AD is found: At the applicable time specified in figure 2 to the introductory text of paragraph (i) of this AD, depending on the location and the number of DDV affected, and on whether the airplane is operated in icing conditions or under Extended Operations (ETOPS) rules, replace any affected DDV(s) with a new or serviceable DDV, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (i)(1) through (i)(4) of this AD.

Figure 2 to the introductory text of paragraph (i) of this AD – Compliance times

Location and number of affected DDVs	Not operated in icing conditions or ETOPS rules	Operated in icing conditions or under ETOPS rules
Wing or Engine area, more than 1 DDV	Within 3 days after the DDV identification required by paragraph (g) of this AD	Before the next flight
Horizontal Stabilizer area, 1 DDV	Within 3 days after the DDV identification required by paragraph (g) of this AD	Before the next flight
Engine area, 1 of 2 DDVs	Within 10 days after the DDV identification required by paragraph (g) of this AD	Before the next flight
Wing area, 1 of 4 DDVs	Within 10 days after the DDV identification required by paragraph (g) of this AD	Before the next flight

(1) For airplanes identified in paragraphs (c)(3) and (c)(4) of this AD: ATR Service Bulletin ATR42-30-0080, Revision 02, dated March 26, 2013.

(2) For airplanes identified in paragraph (c)(1) of this AD: ATR Service Bulletin ATR42-30-0081, Revision 02, dated March 26, 2013.

(3) For airplanes identified in paragraphs (c)(5) and (c)(6) of this AD: ATR Service Bulletin ATR72-30-1049, Revision 03, dated March 26, 2013.

(4) For airplanes identified in paragraph (c)(2) of this AD: ATR Service Bulletin ATR72-30-1050, Revision 03, dated March 26, 2013.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the service information identified in paragraphs (j)(1) through (j)(10) of this AD, as applicable. This service information is not incorporated by reference in this AD.

(1) ATR Service Bulletin ATR42-30-0080, dated October 18, 2012 (for Model ATR42-300 and -500 airplanes).

(2) ATR Service Bulletin ATR42-30-0080, Revision 01, dated February 5, 2013 (for Model ATR42-300 and -500 airplanes).

(3) ATR Service Bulletin ATR42-30-0081, dated October 18, 2012 (for Model ATR42-500 airplanes).

(4) ATR Service Bulletin ATR42-30-0081, Revision 01, dated February 5, 2013 (for Model ATR42-500 airplanes).

(5) ATR Service Bulletin ATR72-30-1049, dated October 4, 2012 (for Model ATR72-202 and -212A airplanes).

(6) ATR Service Bulletin ATR72-30-1049, Revision 01, dated October 10, 2012 (for Model ATR72-202 and -212A airplanes).

(7) ATR Service Bulletin ATR72-30-1049, Revision 02, dated February 5, 2013 (for Model ATR72-202 and -212A airplanes).

(8) ATR Service Bulletin ATR72-30-1050, dated October 4, 2012 (for Model ATR72-212A airplanes).

(9) ATR Service Bulletin ATR72-30-1050, Revision 01, dated November 6, 2012 (for Model ATR72-212A airplanes).

(10) ATR Service Bulletin ATR72-30-1050, Revision 02, dated February 5, 2013 (for Model ATR72-212A airplanes).

(k) 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. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (l)(2) of this AD. 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.

(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 ATR-GIE Avions de Transport Régional's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2013-0032, dated February 18, 2013, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1170.

(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 (m)(3) and (m)(4) of this AD.

(m) Material Incorporated by Reference

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

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

(i) ATR Service Bulletin ATR42-30-0080, Revision 02, dated March 26, 2013.

(ii) ATR Service Bulletin ATR42-30-0081, Revision 02, dated March 26, 2013.

(iii) ATR Service Bulletin ATR72-30-1049, Revision 03, dated March 26, 2013.

(iv) ATR Service Bulletin ATR72-30-1050, Revision 03, dated March 26, 2013.

(3) For service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email [.](mailto:aircraft.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>.

Issued in Renton, Washington, on December 6, 2017.
Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-25-16 Airbus: Amendment 39-19130; Docket No. FAA-2017-1104; Product Identifier 2017-NM-153-AD.

(a) Effective Date

This AD becomes effective December 29, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(7) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Model A330-223F and -243F airplanes.
- (2) Model A330-201, -202, -203, -223, and -243 airplanes.
- (3) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
- (4) Model A340-211, -212, and -213 airplanes.
- (5) Model A340-311, -312, and -313 airplanes.
- (6) Model A340-541 airplanes.
- (7) Model A340-642 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 28, Fuel System.

(e) Reason

This AD was prompted by a report indicating that a fuel pump showing cavitation erosion breached the fuel pump housing and exposed the fuel pump power supply wires. We are issuing this AD to detect and correct cavitation erosion of certain fuel pumps, which could result, if the pump is running dry, in an ignition source in the fuel tank, and consequent fuel tank explosion.

(f) Compliance

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

(g) Definition of Affected Fuel Pump

(1) For the purpose of this AD, an affected fuel pump has part number (P/N) 568-1-28300-101, P/N 568-1-28300-103, or P/N 568-1-28300-200, and is located at one of the positions specified in paragraph 3.3 of Airbus Alert Operators Transmission (AOT) A28L006-17, Rev. 00, dated November 3, 2017.

(2) A fuel pump having P/N 568-1-28300-101, P/N 568-1-28300-103, or P/N 568-1-28300-200 that is installed in locations other than those specified in paragraph 3.3 of Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017, is not affected by the inspection requirements of paragraph (i) of this AD.

(h) Airplane Group Designations

For the purpose of this AD, airplane groups are designated as specified in paragraphs (h)(1) and (h)(2) of this AD.

- (1) Group 1 airplanes are equipped with an affected fuel pump.
- (2) Group 2 airplanes are not equipped with an affected fuel pump.

(i) Inspections

For Group 1 airplanes: Before an affected pump exceeds 10,000 flight hours since first installation on an airplane, or the applicable time specified in paragraph (i)(1) or (i)(2) of this AD, whichever occurs later, inspect all affected fuel pumps for cavitation erosion, in accordance with the instruction of Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017. Repeat the inspection thereafter at intervals not to exceed the applicable time specified in table 1 to paragraph (i) of this AD.

- (1) For a center tank, rear center tank, or aft transfer fuel pump: Within 30 days after the effective date of this AD.
- (2) For a stand-by fuel pump: Within 40 days after the effective date of this AD.

Table 1 to Paragraph (i) of This AD—Repetitive Inspection Intervals

Erosion—as defined in the AOT	Inspection interval in flight hours
No erosion	5,000
Case 1: Light erosion	5,000
Case 2: Medium erosion	800

(j) Corrective Actions

If, during any inspection required by paragraph (i) of this AD, severe erosion (Case 3), as specified in Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017, is found on a fuel pump: Before further flight, replace that fuel pump with a serviceable part, or deactivate that fuel pump as specified in the minimum equipment list (MEL), in accordance with the instructions of Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017.

(k) Part Installation Limitations

(1) As of the effective date of this AD, a fuel pump having P/N 568-1-28300-101, P/N 568-1-28300-103, or P/N 568-1-28300-200 may be installed on an airplane, provided that the part is new, or, prior to installation, the part has passed the inspection (no erosion or Case 1: Light erosion) required by paragraph (i) of this AD and, following installation, the part is inspected within the applicable repetitive intervals and as required by paragraph (i) of this AD.

(2) As of the effective date of this AD, a fuel pump having P/N 568-1-28300-101, P/N 568-1-28300-103, or P/N 568-1-28300-200, with Case 2 (medium erosion), as specified in Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017, may be installed on an airplane provided the fuel

pump is not installed at a location specified in paragraph 3.3 of Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017.

(l) MEL Revision

(1) Within 30 days after the effective date of this AD, revise the applicable MEL, in accordance with the instructions of Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017, and thereafter operate the airplane accordingly.

(2) For Model A340-500 and A340-600 airplanes: In addition to the MEL revision required by paragraph (l)(1) of this AD, revise the applicable MEL to include the information specified in table 2 to paragraph (l)(2) of this AD, and thereafter operate the airplane accordingly.

Table 2 to Paragraph (l)(2) of This AD—Amendment to MEL Items 28-27-06 and 28-27-07

Applicability	MEL amendment
Model A340-500 and A340-600 series airplanes	MEL Items 28-27-06 and 28-27-07 can be applied, provided that the related circuit breaker is pulled and tagged for the duration of the MEL item.

(m) Reporting

At the applicable time specified in paragraph (m)(1) or (m)(2) of this AD: Report the results (including no findings) of each inspection required by paragraph (i) of this AD to inspection.results@airbus.com, in accordance with the instructions in Airbus AOT A28L006-17, Rev. 00, dated November 3, 2017.

(1) If the inspection was done on or before the effective date of this AD: Report within 10 days after the effective date of this AD.

(2) If the inspection was done after the effective date of this AD: Report within 10 days after the inspection.

(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. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (o)(2) of this AD. 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.

(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's EASA Design Organization Approval (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 Airworthiness Directive 2017-0224, dated November 10, 2017, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1104.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

(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 Alert Operators Transmission A28L006-17, Rev. 00, dated November 3, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; internet <http://www.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>.

Issued in Renton, Washington, on December 4, 2017.

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-26-01 General Electric Company: Amendment 39-19132; Docket No. FAA-2017-0660; Product Identifier 2017-NE-21-AD.

(a) Effective Date

This AD is effective January 23, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) GENx-1B64/P2, -1B67/P2, -1B70/P2, -1B70/75/P2, -1B70C/P2, and -1B74/75/P2 turbofan engines, with a high-pressure turbine (HPT) stage 1 blade retainer, part number (P/N) 2445M91P01 or 2383M99P02, with a serial number listed in Planning Information, Paragraph 1.A., of GE GENx-1B Service Bulletin (SB) 72-0326 R02, revised August 16, 2017.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by a report of the failure of the HPT stage 1 blade retainer and subsequent in-flight shutdown of the engine. We are issuing this AD to prevent failure of the HPT stage 1 blade retainer. The unsafe condition, if not corrected, could result in failure of one or more engines, loss of thrust control, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) At the next piece-part exposure of the HPT stage 1 blade retainer after the effective date of this AD, perform a one-time inspection of the HPT stage 1 blade retainer in accordance with the Accomplishment Instructions, paragraph 3.A.(1), in GE GENx-1B SB 72-0326 R02, revised August 16, 2017.

(2) If any cracks are found in the HPT stage 1 blade retainer, or the retainer does not meet the dimensional criteria found in the Accomplishment Instructions, Paragraph 3.A.(1), in GENx-1B SB 72-0326 R02, revised August 16, 2017, replace the HPT stage 1 blade retainer with a part eligible for installation.

(h) Definition

For the purpose of this AD, “piece-part exposure” is defined as when the part is completely disassembled.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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. If sending information directly to the manager of the ECO Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(j) Related Information

For more information about this AD, contact Christopher McGuire, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7120; fax: 781-238-7199; email: christopher.mcguire@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) General Electric Company (GE) GEnx-1B Service Bulletin 72-0326 R02, revised August 16, 2017.

(ii) Reserved.

(3) For GE service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-3329; email: geae.aoc@ge.com.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(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 Burlington, Massachusetts, on December 11, 2017.

Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.



2017-26-02 The Boeing Company: Amendment 39-19133; Docket No. FAA-2017-0251; Product Identifier 2016-NM-101-AD.

(a) Effective Date

This AD is effective January 24, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 757-200 series airplanes, certificated in any category, that have been converted from passenger to freighter configuration as specified in any of the VT Mobile Aerospace Engineering Inc. supplemental type certificates (STCs) identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) STC ST03562AT (14 pallet)

([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/7239683609eb1b4086257ff1004d0f2b/\\$FILE/ST03562AT.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/7239683609eb1b4086257ff1004d0f2b/$FILE/ST03562AT.pdf)).

(2) STC ST04242AT (15 pallet)

([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/edd46d607cedd3a286257ff1004d8d82/\\$FILE/ST03952AT.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/edd46d607cedd3a286257ff1004d8d82/$FILE/ST03952AT.pdf)).

(3) STC ST03952AT (combi-airplanes that can carry passenger, freight, or both in the cabin)

([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/edd46d607cedd3a286257ff1004d8d82/\\$FILE/ST03952AT.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/edd46d607cedd3a286257ff1004d8d82/$FILE/ST03952AT.pdf)).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report indicating that the main cargo door (MCD) forward-most cam latch on the forward center cam latch pair broke during flight. We are issuing this AD to detect and correct discrepancies of the MCD cam latches, latch pins, and latch pin cross bolts, which, if left undetected, could reduce the structural integrity of the MCD and result in potential loss of the MCD and rapid decompression of the airplane.

(f) Compliance

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

(g) Repetitive Inspections, Replacement, and Related Investigative and Corrective Actions

At the applicable time specified in paragraph I.D., “Compliance,” of VT Mobile Aerospace Engineering Inc. Service Bulletin MAE757SF-SB-52-12/02, Revision 3, dated July 22, 2016 (“SB MAE757SF-SB-52-12/02, R3”), except as required by paragraph (h)(1) of this AD; or within 30 days after the effective date of this AD, whichever occurs later: Do the actions specified in paragraphs (g)(1) through (g)(4) of this AD, and do all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of SB MAE757SF-SB-52-12/02, R3, except as specified in paragraph (h)(2) of this AD. Do all applicable related investigative and corrective actions before further flight. Repeat the inspections specified in paragraphs (g)(1), (g)(2), and (g)(4) of this AD thereafter at the applicable intervals specified in paragraph I.D., “Compliance,” of SB MAE757SF-SB-52-12/02, R3.

(1) Do a general visual inspection for any broken or missing cam latches, latch pins, and latch pin cross bolts of the MCD.

(2) Do a detailed inspection for any cracks or gouges in critical areas of the cam latches and latch pins of the MCD and for any cam latches with lip deformation.

(3) Replace all previously unreplaced alloy steel latch pin cross bolts with corrosion resistant steel (CRES) latch pin cross bolts of the MCD.

(4) Do a high frequency eddy current (HFEC) or magnetic particle inspection for any cracks in the critical areas of cam latch 1 and cam latch 2 of the MCD.

(h) Exceptions to Service Information

(1) Where the “Condition” column of table 1 of paragraph I.D., “Compliance,” of SB MAE757SF-SB-52-12/02, R3, refers to airplanes meeting certain conditions identified in “Condition 1,” for this AD, “Condition 1” applies to all airplanes.

(2) Where the Accomplishment Instructions of SB MAE757SF-SB-52-12/02, R3, specify doing actions only for airplanes that have completed a certain rig and check of the MCD, this AD requires doing those actions on all airplanes.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using VT Mobile Aerospace Engineering Inc. Service Bulletin MAE757SF-SB-52-12/02, Revision 2, dated February 18, 2016.

(j) Special Flight Permit

A special flight permit may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane, for a single unpressurized flight, to a location where the requirements of this AD can be accomplished.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO 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. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (l) of this AD.

(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.

(l) Related Information

For more information about this AD, contact Samuel Belete, Aerospace Engineer, Systems and Equipment Section, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, GA 30337; telephone 404-474-5580; fax 404-474-5605; email: samuel.belete@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) VT Mobile Aerospace Engineering Inc. Service Bulletin MAE757SF-SB-52-12/02, Revision 3, dated July 22, 2016. The date appears only on pages 1 and 3 of this document.

(ii) Reserved.

(3) For service information identified in this AD, contact VT Mobile Aerospace Engineering Inc., 2100 9th Street, Brookley Aeroplex, Mobile, AL 36615; telephone: 251-379-0112; email: mae.757sf@vtmae.com; internet: <http://www.vtmae.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>.

Issued in Renton, Washington, on December 8, 2017.

Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.



2017-26-05 Gulfstream Aerospace Corporation: Amendment 39-19136; Docket No. FAA-2017-0910; Product Identifier 2017-CE-027-AD.

(a) Effective Date

This AD is effective January 25, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model G-1159A (GIII), serial number (S/N) 460; Model G-IV, S/Ns 1129, 1151, 1167, 1175, 1214, and 1380; and Model GIV-X (G450), S/Ns 4118 and 4227 airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

This AD was prompted by a report that certain flap tracks were manufactured with the upper flange thickness less than design minimum. We are issuing this AD to prevent deformation or failure of a flap track that could cause flap actuator failure, “B track” roller overload, flap twisting/failure, or asymmetrical flap track failure. This failure could result in an unrecoverable roll.

(f) Compliance

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

(g) Replace Flap Track C

Within the next 6 months after January 25, 2018 (the effective date of this AD), replace the flap track C on the left side, part number (P/N) 1159WM20052-105, and/or the flap track C on the right side, P/N 1159WM20052-106, with an airworthy part. Accomplish the replacements following Gulfstream III Customer Bulletin Number 187, Gulfstream G450 Customer Bulletin Number 195, or Gulfstream IV Customer Bulletin Number 240, all dated June 28, 2017, as applicable.

(h) Reporting Requirement

Although Gulfstream III Customer Bulletin Number 187, Gulfstream G450 Customer Bulletin Number 195, and Gulfstream IV Customer Bulletin Number 240, all dated June 28, 2017, specify to submit certain information to the manufacturer, this AD does not require that action.

(i) Special Flight Permit

Special flight permits under 14 CFR 39.23 are allowed with the following limitation: Do not extend 39 degrees (FULL) flaps until airspeed is at or below 170 knots.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO 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. If sending information directly to the manager of the ACO Branch, 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.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraph (g) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with this AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Ron Wissing, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5552; fax: (404) 474-5606; email: ronald.wissing@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 this AD specifies otherwise.

(i) Gulfstream III Customer Bulletin Number 187, dated June 28, 2017.

(ii) Gulfstream G450 Customer Bulletin Number 195, dated June 28, 2017.

(iii) Gulfstream IV Customer Bulletin Number 240, dated June 28, 2017.

(3) For service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Savannah, Georgia 31402-2206; telephone: (800) 810-4853; fax: (912) 965-3520; email: pubs@gulfstream.com; internet: www.gulfstream.com/product-support/technical-publications/pubs/index.htm.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on December 13, 2017.

Pat Mullen,
Acting Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.