

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2018-07

3/19/2018 - 4/1/2018



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

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LARGE AIRCRAFT

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

Biweekly 2018-01

2017-26-06		Rolls-Royce Corporation	AE 3007A, AE 3007A1, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1P, AE 3007A1E, AE 3007A3, AE 3007C and 3007C1 turbofan engines
2017-26-07		The Boeing Company	757-200, -200CB, and -300 series airplanes
2017-26-08		ATR-GIE Avions de Transport Régional	ATR42-500 and ATR72-212A airplanes
2017-26-09		ATR-GIE Avions de Transport Régional	ATR42-500 and ATR72-212A airplanes
2017-26-10		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes,
2018-01-01		The Boeing Company	MD-11 and MD-11F airplanes
2018-01-02	R 2017-02-03	The Boeing Company	767-200, -300, and -400ER series airplanes
2018-01-03		Airbus	A300, A310 airplanes
2018-01-04	R 2011-04-05	Airbus	A340 airplanes
2018-01-05		Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2018-01-06		Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes

Biweekly 2018-02

2018-01-07		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2018-01-08		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-01-09	R 95-25-02	Fokker Services B.V.	F28 Mark 0100 series airplanes
2018-01-10	R 2011-14-10	Airbus	A330-342 airplanes
2018-01-11		Airbus	A319-115 and A319-133 airplanes
2018-02-03		Fokker Services B.V.	F28 Mark 0070 and Mark 0100 series airplanes
2018-02-06		Dassault Aviation	FALCON 7X, FALCON 2000EX, FALCON 900EX airplanes

Biweekly 2018-03

2018-02-09	R 2008-06-20 R1	Fokker Services B.V.	F28 Mark 1000, 2000, 3000, and 4000 airplanes
2018-02-10		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2018-02-11		Airbus	A330-301, -321, -322 and A330-342 airplanes
2018-02-12	R 2016-02-01	Airbus	A320-211, -212, and -231 airplanes
2018-02-15	S 2007-08-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2018-02-16		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes

Biweekly 2018-04

2018-02-17	R 2012-12-12 R 2013-16-26	Airbus	A330, A340 airplanes
2018-02-18		Airbus	A318, A319, A320, A321 airplanes
2018-02-20		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2018-03-02		328 Support Services GmbH	328-300 airplanes
2018-03-04		Rosemount Aerospace, Inc.	Model 851AK pitot probes
2018-03-06	R 2015-02-18	Airbus	A330-201, -202, -203, -301, -302, and -303 airplanes
2018-03-07		Airbus	A330-202, -203, -223, and -243; A340-211, -212, -311, and -313 airplanes
2018-03-08	R 2005-19-28	Airbus	A330-301, -321, -322, and -342; A340-211, -212, -213, -311, -312, and -313 airplanes
2018-03-09		Airbus	A321-211 and -231 airplanes
2018-03-10		The Boeing Company	757-300 series airplanes
2018-03-11		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-03-12		Airbus	A318, A319, A320, A321 airplanes
2018-03-13		General Electric Company	CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C and CT7-9C3 model turboprop engines
2018-03-19		Dassault Aviation	FALCON 7X airplanes,
2018-03-20		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2018-03-21		Airbus	A330-202, -203, -223, and -243 airplanes
2018-03-22		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F turboprop engines
2018-04-01		Airbus	A320-271N, A321-271N, and A321-272N airplanes

LARGE AIRCRAFT

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

Biweekly 2018-05

2017-06-06	R 2012-22-15	Fokker Services B.V.	F28 Mark 0070 and Mark 0100 airplanes
2018-04-03		Fokker Services B.V.	F28 Mark 0100 airplanes
2018-04-04		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-04-05		Airbus	A319-112, A319-115, A320-214, A320-232, and A321-211 airplanes
2018-04-06	R 2012-12-05	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-04-07		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
2018-04-08		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes

Biweekly 2018-06

2018-02-17	R 2012-12-12	Airbus	A330, A340 airplanes
2018-04-12		The Boeing Company	737-100, -200, -200C, -300, -400, -500 series airplanes
2018-04-13		Honeywell International Inc.	AS907-1-1A model turbofan engines
2018-05-04		Airbus	A318, A319, A320, A321 airplanes
2018-05-05		Dassault Aviation	MYSTERE-FALCON 900, FALCON 900EX, FALCON 2000, and FALCON 2000EX airplanes
2018-05-06	R 2016-09-12	The Boeing Company	787-8 and 787-9 airplanes
2018-05-07		The Boeing Company	787-8 and 787-9 airplanes
2018-05-11		Airbus	A320-214, -251N, and -271N airplanes
2018-06-03	R 2009-18-16	Airbus	A310-203, -204, -221, -222, -304, -322, -324 and -325 airplanes
2018-06-06		Bombardier, Inc.	CL-600-2B16 (CL-604 Variant) airplanes
2018-06-08		The Boeing Company	757-200 series airplanes

Biweekly 2018-07

2018-06-01		Airbus	A318, A319, A320, A321 airplanes
2018-06-02		Bombardier, Inc.	CL-600-2B19, -2C10, -2D15, -2D24 airplanes
2018-06-04		Airbus	A318, A319, A320, A321 airplanes
2018-06-05		The Boeing Company	737-300 and -500 series airplanes
2018-06-07		The Boeing Company	757-200, -200CB, and -300 series airplanes



2018-06-01 Airbus: Amendment 39-19221; Docket No. FAA-2017-1096; Product Identifier 2017-NM-072-AD.

(a) Effective Date

This AD is effective April 30, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus airplanes, all manufacturer serial numbers, certificated in any category, as identified in paragraphs (c)(1) through (c)(11) of this AD; except those Model A318, A319, A320 and A321 series airplanes that have been modified by a supplemental type certificate (STC) that installs Honeywell traffic alert and collision avoidance system (TCAS) 7.1 processor, part number (P/N) 940-0351-001.

- (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, -216, -231, -232, -233, -251N, and -271N airplanes.
- (4) Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -253N, and -271N airplanes.
- (5) Model A330-223F and -243F airplanes.
- (6) Model A330-201, -202, -203, -223, and -243 airplanes.
- (7) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
- (8) Model A340-211, -212, and -213 airplanes.
- (9) Model A340-311, -312, and -313 airplanes.
- (10) Model A340-541 airplanes.
- (11) Model A340-642 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Reason

This AD was prompted by reports of false TCAS resolution advisories. We are issuing this AD to prevent false TCAS resolution advisories, which could lead to a loss of separation with other airplanes, possibly resulting in a mid-air collision.

(f) Compliance

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

(g) Definition of Group 1 and Group 2 Airplanes

(1) For the purposes of this AD, Group 1 airplanes are those that have a Honeywell TPA-100B TCAS P/N 940-0351-001 processor that was installed during production, or in-service using the procedures in the applicable service information identified in paragraphs (g)(1)(i) through (g)(1)(xii) of this AD.

- (i) Airbus Service Bulletin A320-34-1504.
- (ii) Airbus Service Bulletin A320-34-1506.
- (iii) Airbus Service Bulletin A320-34-1533.
- (iv) Airbus Service Bulletin A320-34-1534.
- (v) Airbus Service Bulletin A320-34-1572.
- (vi) Airbus Service Bulletin A330-34-3247.
- (vii) Airbus Service Bulletin A330-34-3281.
- (viii) Airbus Service Bulletin A330-34-3344.
- (ix) Airbus Service Bulletin A340-34-4263.
- (x) Airbus Service Bulletin A340-34-4254.
- (xi) Airbus Service Bulletin A340-34-5076.
- (xii) Airbus Service Bulletin A340-34-5087.

(2) For the purposes of this AD, Group 2 airplanes are airplanes that do not have a Honeywell TPA-100B TCAS P/N 940-0351-001 processor installed.

(h) Software Modification or TCAS Processor Replacement

For Group 1 airplanes, as identified in paragraph (g)(1) of this AD: Within 12 months after the effective date of this AD, do a modification of the TCAS processor to upgrade the software, or replace the TCAS processor with a TCAS TPA-100B processor having P/N 940-0351-005, in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (i) of this AD.

Note 1 to paragraph (h) of this AD: Guidance for modifying an affected TCAS processor and re-identifying the processor as P/N 940-0351-005 can be found in paragraph 3.F. of Honeywell Service Bulletin 940-0351-34-0005, dated January 20, 2017.

(i) Service Information for Accomplishment of Actions Specified in Paragraph (h) of This AD

Use the applicable service information specified in paragraphs (i)(1) through (i)(5) of this AD to accomplish the actions required by paragraph (h) of this AD.

(1) For Model A318 and A319 series airplanes; Model A320-211, A320-212, A320-214, A320-216, A320-231, A320-232, and A320-233 airplanes; and Model A321 series airplanes: Airbus Service Bulletin A320-34-1656, Revision 01, dated September 6, 2017.

(2) For Model A320-251N and Model A320-271N airplanes: Airbus Service Bulletin A320-34-1657, Revision 01, dated September 6, 2017.

(3) For Model A330-200, A330-200 Freighter, and A330-300 series airplanes: Airbus Service Bulletin A330-34-3342, Revision 01, dated November 13, 2017.

(4) For Model A340-200 and A340-300 series airplanes: Airbus Service Bulletin A340-34-4304, dated April 19, 2017.

(5) For Model A340-500 and A340-600 series airplanes: Airbus Service Bulletin A340-34-5118, Revision 01, dated September 12, 2017.

(j) Identification of Airplanes That Do Not Have a Honeywell TPA-100B TCAS P/N 940-0351-001 Processor Installed

An airplane on which Airbus modification 159658 or Airbus modification 206608, as applicable, has been embodied in production and on which it can be positively determined that no TCAS processor has been replaced or modified on that airplane since its date of manufacture is a Group 2 airplane, as identified in paragraph (g)(2) of this AD. Group 2 airplanes are not affected by the requirements of paragraph (h) of this AD. A review of airplane maintenance records is acceptable to make this determination, provided those records can be relied upon for that purpose and that the TCAS processor part number and software standard can be positively identified from that review.

(k) Parts Installation Prohibition

Installation of a Honeywell TCAS TPA-100B processor having P/N 940-0351-001 is prohibited, as required by paragraphs (k)(1) and (k)(2) of this AD.

(1) For Group 1 airplanes, as identified in paragraph (g)(1) of this AD: After modification of an airplane as required by paragraph (h) of this AD.

(2) For Group 2 airplanes, as identified in paragraph (g)(2) of this AD: As of the effective date of this AD.

(l) Credit for Previous Actions

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 Accomplishment Instructions of the applicable Airbus service bulletin identified in paragraphs (l)(1) through (l)(4) of this AD.

- (1) Airbus Service Bulletin A320-34-1656, dated April 19, 2017.
- (2) Airbus Service Bulletin A320-34-1657, dated April 19, 2017.
- (3) Airbus Service Bulletin A330-34-3342, dated April 19, 2017.
- (4) Airbus Service Bulletin A340-34-5118, dated April 19, 2017.

(m) 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 (n)(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): 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.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0091R2, dated June 2, 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-2017-1096.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

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

(o) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-34-1656, Revision 01, dated September 6, 2017.

(ii) Airbus Service Bulletin A320-34-1657, Revision 01, dated September 6, 2017.

(iii) Airbus Service Bulletin A330-34-3342, Revision 01, dated November 13, 2017.

(iv) Airbus Service Bulletin A340-34-4304, dated April 19, 2017.

(v) Airbus Service Bulletin A340-34-5118, Revision 01, dated September 12, 2017.

(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, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

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

Issued in Renton, Washington, on March 2, 2018.

Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-06-02 Bombardier, Inc.: Amendment 39-19222; Docket No. FAA-2017-0495; Product Identifier 2017-NM-017-AD.

(a) Effective Date

This AD is effective April 27, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Bombardier, Inc., Model CL-600-2B19 (Regional Jet Series 100 & 440), Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by development of a modification to prevent uncommanded rudder movement during flight. We are issuing this AD to prevent uncommanded rudder movement and consequent loss of the ability to control the airplane.

(f) Compliance

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

(g) Modification

Within 6,600 flight hours or 36 months after the effective date of this AD, whichever occurs first: Modify the wiring harness of the yaw damper control system, in accordance with the applicable service information specified in table 1 to paragraph (g) of this AD.

Table 1 to paragraph (g) of this AD

Airplane Model	Airplane Serial Numbers	Applicable Service Bulletin
CL-600-2B19	7002 through 8999 inclusive	Bombardier Service Bulletin 601R-22-017, Revision C, dated May 11, 2016
CL-600-2C10	10002 through 10344 inclusive	Bombardier Service Bulletin 670BA-22-007, Revision A, dated February 16, 2016
CL-600-2D15 and CL-600-2D24	15001 through 15400 inclusive	

(h) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (g) of this AD for Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, if those actions were performed before the effective date of this AD using the service information specified in paragraph (h)(1)(i), (h)(1)(ii), or (h)(1)(iii) of this AD.

(i) Bombardier Service Bulletin 601R-22-017, dated September 24, 2014.

(ii) Bombardier Service Bulletin 601R-22-017, Revision A, dated February 26, 2015.

(iii) Bombardier Service Bulletin 601R-22-017, Revision B, dated July 16, 2015.

(2) This paragraph provides credit for actions required by paragraph (g) of this AD for Model CL-600-2C10 (Regional Jet Series 700, 701, & 702), Model CL-600-2D15 (Regional Jet Series 705), and Model CL-600-2D24 (Regional Jet Series 900) airplanes, if those actions were performed before the effective date of this AD using Bombardier Service Bulletin 670BA-22-007, dated October 15, 2014.

(i) Parts Installation Limitations

As of 24 months after the effective date of this AD, no person may install, on any airplane, a yaw damper actuator having part number 622-9968-001, unless it has been modified in accordance with the applicable service information specified in table 1 to paragraph (g) of this AD.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian Airworthiness Directive CF-2017-06, effective February 14, 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-2017-0495.

(2) For more information about this AD, contact Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Section, New York ACO Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7318; fax 516-794-5531.

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

(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) Bombardier Service Bulletin 601R-22-017, Revision C, dated May 11, 2016.

(ii) Bombardier Service Bulletin 670BA-22-007, Revision A, dated February 16, 2016.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America toll-free telephone 1-866-538-1247 or direct-dial telephone 1-514-855-2999; fax 514-855-7401; email ac.yul@aero.bombardier.com; internet: <http://www.bombardier.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

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

Issued in Renton, Washington, on March 2, 2018.

Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



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Aviation Safety

AIRWORTHINESS DIRECTIVE

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www.gpoaccess.gov/fr/advanced.html

2018-06-04 Airbus: Amendment 39-19224; Docket No. FAA-2017-0902; Product Identifier 2016-NM-188-AD.

(a) Effective Date

This AD is effective May 3, 2018.

(b) Affected ADs

This AD replaces AD 2004-03-07, Amendment 39-13451 (69 FR 5907, February 9, 2004) (“AD 2004-03-07”).

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, except for airplanes on which Airbus Modification 151574 was embodied in production.

- (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 53, Fuselage.

(e) Reason

This AD was prompted by fatigue tests which revealed cracking around the fasteners attaching the pressure panel to the flexible bracket at frame (FR) 36, adjacent to the longitudinal beams on the left and right sides of the airplane, and by the discovery of additional cracks under the longitudinal beams at locations that are not included in the inspection area required by AD 2004-03-07. We are issuing this AD to detect and correct fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at the FR 36 adjacent to the longitudinal beams, which could result in reduced structural integrity of the airplane and possible rapid decompression of the airplane.

(f) Compliance

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

(g) Retained Inspection and Follow-on Actions, With No Changes

This paragraph restates the requirements of paragraphs (a) and (b) of AD 2004-03-07, with no changes.

(1) For Model A320-211, -212, and -231 series airplanes having serial numbers 0002 through 0107 inclusive, except those airplanes on which Airbus Modification 21202/K1432 has been incorporated in production, or on which Airbus Service Bulletin A320-53-1029, Revision 01, including Appendix 01, dated April 29, 2002, has been incorporated in service: Prior to the accumulation of 30,000 total flight cycles, do a rotating probe inspection on airplanes with a center fuel tank, or a detailed inspection on airplanes without a center fuel tank, to detect cracking around the fasteners that attach the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1030, Revision 01, excluding Appendix 01, dated May 21, 2002.

(2) If no crack is detected by the inspection required by paragraph (g)(1) of this AD, repeat the applicable inspection thereafter at intervals not to exceed 6,000 flight cycles for airplanes without a center fuel tank, and at intervals not to exceed 18,000 flight cycles for airplanes with a center fuel tank.

(h) Retained Corrective Actions, With Specific Delegation Approval Language

This paragraph restates the requirements of paragraphs (c) and (d) of AD 2004-03-07, with specific delegation approval language.

(1) If any crack is detected during any inspection required by paragraph (g)(1) of this AD, before further flight, repair the affected structure by accomplishing all applicable actions in accordance with paragraphs 3.B. through 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A320-53-1030, Revision 01, excluding Appendix 01, dated May 21, 2002. Repeat the applicable inspection thereafter at intervals not to exceed 6,000 flight cycles for airplanes without a center fuel tank, and at intervals not to exceed 18,000 flight cycles for airplanes with a center fuel tank. For any area where cracking is repaired, the repair constitutes terminating action for the repetitive inspection of that area.

Note 1 to paragraph (h)(1) of this AD: Airbus Service Bulletin A320-53-1030 references Airbus Service Bulletin A320-53-1029, Revision 01, including Appendix 01, dated April 29, 2002, as an additional source of service information for certain repairs.

(2) If Airbus Service Bulletin A320-53-1030, Revision 01, excluding Appendix 01, dated May 21, 2002, specifies to contact the manufacturer for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD.

(i) Retained Optional Terminating Action, With Revised Compliance Language

This paragraph restates the requirements of paragraph (e) of AD 2004-03-07, with revised compliance language, to provide optional terminating action for paragraphs (g) and (h) of this AD. For Model A320-211, -212, and -231 series airplanes having serial numbers 0002 through 0107 inclusive, except those airplanes on which Airbus Modification 21202/K1432 has been incorporated in production, or Airbus Service Bulletin A320-53-1029, Revision 01, including Appendix 01, dated April 29, 2002, has been incorporated in service: Modification, before the effective date of this AD, of the structure around the fasteners that attach the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, by accomplishing all applicable actions in accordance with paragraphs 3.A. through 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A320-53-1029, Revision 01, including Appendix 01, dated April 29, 2002, constitutes terminating action for the actions required by paragraphs (g) and (h) of this AD.

(j) New Requirement of This AD: Inspection

For all airplanes, except for airplanes identified in paragraph (l) of this AD: At the applicable time specified in table 1 to paragraph (j) of this AD, do a special detailed inspection for cracking of

the fastener holes on the pressure panel between FR 35 and FR 36 under the longitudinal beam, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016.

Table 1 to Paragraph (j) of this AD - Pressure Panel Inspection /Modification Threshold

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
All airplanes, except Model A318 Elite airplanes; Model A319CJ airplanes (Corporate Jet - airplanes equipped with Modifications 28238, 28162, and 28342); Airbus Model A319 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed as retrofit); Airbus Model A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed as retrofit)	Less than 12,000 flight cycles and 24,000 flight hours	A: Before accumulating 12,000 flight cycles or 24,000 flight hours since the airplane's first flight; or B: Within 5,000 flight cycles or 10,000 flight hours after the effective date of this AD; whichever occurs later, A or B
	12,000 flight cycles or 24,000 flight hours or more, but less than 30,000 flight cycles and 60,000 flight hours	Within 5,000 flight cycles or 10,000 flight hours after the effective date of this AD, without exceeding 33,000 flight cycles or 66,000 flight hours since the airplane's first flight
	30,000 flight cycles or 60,000 flight hours or more, but less than 40,000 flight cycles and 80,000 flight hours	Within 3,000 flight cycles or 6,000 flight hours after the effective date of this AD, without exceeding 41,800 flight cycles or 83,600 flight hours since the airplane's first flight
	40,000 flight cycles or 80,000 flight hours or more, but less than 44,000 flight cycles and 88,000 flight hours	Within 1,800 flight cycles or 3,600 flight hours after the effective date of this AD, without exceeding 44,600 flight cycles or 89,200 flight hours since the airplane's first flight
	44,000 flight cycles or 88,000 flight hours or more	Within 600 flight cycles or 1,200 flight hours after the effective date of this AD
Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A318 Elite airplanes	Less than 11,300 flight cycles and 33,900 flight hours	A: Before accumulating 11,300 flight cycles or 33,900 flight hours since airplane first flight; or B: Within 2,500 flight cycles or 7,600 flight hours after the effective date of this AD; whichever occurs later, A or B
	11,300 flight cycles or 33,900 flight hours or more	Within 2,500 flight cycles or 7,600 flight hours after the effective date of this AD
Model A319CJ airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have not been embodied (sharklets not installed)	Less than 6,300 flight cycles and 27,000 flight hours	A: Before accumulating 6,300 flight cycles or 27,000 flight hours since airplane first flight; or B: Within 2,300 flight cycles or 11,300 flight hours after the effective date of this AD; whichever occurs later, A or B
	6,300 flight cycles or 27,000 flight hours or more, but less than 14,300 flight cycles and 68,300 flight hours	Within 2,300 flight cycles or 11,300 flight hours after the effective date of this AD, without exceeding 15,700 flight cycles or 75,100 flight hours since the airplane's first flight
	14,300 flight cycles or 68,300 flight hours or more	Within 1,400 flight cycles or 6,800 flight hours after the effective date of this AD

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A319 and A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed)	Less than 9,000 flight cycles and 18,000 flight hours	A: Before accumulating 9,800 flight cycles or 19,600 flight hours since the airplane's first flight; or B: Within 3,300 flight cycles or 6,600 flight hours after the effective date of this AD; whichever occurs later, A or B*
	9,000 flight cycles or 18,000 flight hours or more, but less than 24,000 flight cycles and 48,000 flight hours	Within 3,300 flight cycles or 6,600 flight hours after the effective date of this AD, without exceeding 25,300 flight cycles or 50,600 flight hours since the airplane's first flight*
	24,000 flight cycles or 48,000 flight hours or more, but less than 30,000 flight cycles and 60,000 flight hours	Within 1,300 flight cycles or 2,600 flight hours after the effective date of this AD, without exceeding 30,700 flight cycles or 61,400 flight hours since the airplane's first flight*
	30,000 flight cycles or 60,000 flight hours or more, but less than 32,000 flight cycles and 64,000 flight hours	Within 700 flight cycles or 1,400 flight hours after the effective date of this AD, without exceeding 32,300 flight cycles or 64,600 flight hours since the airplane's first flight*
	32,000 flight cycles or 64,000 flight hours or more, but less than 33,000 flight cycles and 66,000 flight hours	Within 300 flight cycles or 600 flight hours after the effective date of this AD, without exceeding 33,000 flight cycles or 66,000 flight hours since the airplane's first flight; or within 30 days after the effective date of this AD; whichever occurs later*

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A319 airplanes used as CJ post Airbus Service Bulletin A320-57-1193	Less than 4,200 flight cycles and 18,000 flight hours	A: Before accumulating 4,500 flight cycles or 19,600 flight hours since the airplane's first flight; or B: Within 1,600 flight cycles or 6,800 flight hours after the effective date of this AD; whichever occurs later, A or B**
	4,200 flight cycles or 18,000 flight hours or more, but less than 14,300 flight cycles and 61,400 flight hours	Within 1,600 flight cycles or 6,800 flight hours after the effective date of this AD, without exceeding 15,300 flight cycles or 65,700 flight hours since the airplane's first flight**
	14,300 flight cycles or 61,400 flight hours or more but less than 18,000 flight cycles or 77,400 flight hours	Within 1,000 flight cycles or 4,300 flight hours after the effective date of this AD**

For A319 and A320 airplanes with a sharklet installed as a retrofit (post-Airbus Service Bulletin A320-57-1193 (post-mod 160080)): Guidance on determining an alternative compliance time for the initial inspection can be found in "Compliance Time" of Part 2, Damage Tolerant Airworthiness Limitation Items, of the Model A318/A319/A320/A321 Airworthiness Limitations Section; however, to use that alternative compliance time, operators must request an alternative method of compliance using a method approved in accordance with the procedures specified in paragraph (p)(1) of this AD.

* Without exceeding the time at which an inspection is required through the threshold or compliance time of a Model A320 airplane, pre-Airbus Service Bulletin A320-57-1193 (pre-mod 160080).

** Without exceeding the time at which an inspection is required through the threshold or compliance time of a Model A319CJ airplane, pre-Airbus Service Bulletin A320-57-1193 (pre-mod 160080).

(k) On-Condition Actions

(1) If, during any inspection required by paragraph (j) of this AD, no cracking is found, or cracking is found that is within the limits specified in Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016: Before further flight, modify the pressure panel above the left and right longitudinal beams, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1240, Revision 02, dated March 14, 2017; or Service Bulletin A320-53-1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017, as applicable. Do all related investigative and corrective actions before further flight. Where Airbus Service Bulletin A320-53-1240, Revision 02, dated March 14, 2017; or Service Bulletin A320-53-1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017; specify to contact Airbus for appropriate action: Before further flight, accomplish the repair using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD.

(2) If, during any inspection required by paragraph (j) of this AD, any cracking is found that exceeds the limits specified in Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016: Before further flight, repair any cracking in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016. Where Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016, specifies to contact Airbus for appropriate action, and specifies that action as “RC” (Required for Compliance), before further flight, request approval of repair instructions using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD, and accomplish the repair accordingly within the compliance time specified in those instructions. If no compliance time is defined in the repair instructions, accomplish the repair before further flight.

(l) Actions for Certain Airplanes

For Model A319 and Model A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied and the airplane has accumulated 33,000 flight cycles or 66,000 flight hours or more since the airplane's first flight on the effective date of this AD: Within 30 days after the effective date of this AD, contact the Manager, International Section, Transport Standards Branch FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA) for approved repair instructions and within the compliance time specified in those instructions, accomplish the repair accordingly. If approved by the DOA, the approval must include the DOA-authorized signature. If no compliance time is defined in the repair instructions, accomplish the repair before the next flight.

(m) Terminating Action for Repetitive Inspections

(1) Modification of an airplane as specified in paragraph (m)(1)(i), (m)(1)(ii), or (m)(1)(iii) of this AD constitutes terminating action for the repetitive inspection required by paragraph (g)(2) of this AD for that airplane only.

(i) Modification of an airplane as required by paragraph (k)(1) of this AD.

(ii) Modification of an airplane prior to the effective date of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1240, Revision 01, dated April 4, 2016; or Airbus Service Bulletin A320-53-1263, Revision 01, dated February 29, 2016; as applicable.

(iii) Modification of an airplane using instructions obtained in accordance with the procedures specified in paragraph (p)(2) of this AD.

(2) Repair of an airplane as required by paragraph (k)(2) of this AD constitutes terminating action for the repetitive inspections required by paragraph (g)(2) of this AD for that airplane, unless specified otherwise in the repair instructions 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.

(n) No Reporting Requirement

Although Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016, specifies to submit certain information to the manufacturer, and specifies that action as “RC” (Required for Compliance), this AD does not include that requirement.

(o) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g) and (h)(1) of this AD, if those actions were performed before March 15, 2004 (the effective date of AD 2004-03-07) using

Airbus Service Bulletin A320-53-1030, dated January 5, 2000; or Airbus Service Bulletin A320-53-1029, dated January 5, 2000.

(2) This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-53-1264, dated March 19, 2015.

(3) This paragraph provides credit for actions required by paragraph (k)(1) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (o)(3)(i) through (o)(3)(iv) of this AD, for that airplane only.

(i) Airbus Service Bulletin A320-53-1240, dated March 19, 2015.

(ii) Airbus Service Bulletin A320-53-1240, Revision 01, dated April 4, 2016.

(iii) Airbus Service Bulletin A320-53-1263, dated March 19, 2015.

(iv) Airbus Service Bulletin A320-53-1263, Revision 01, dated February 29, 2016.

(4) This paragraph provides credit for actions required by paragraph (m)(1)(ii) of this AD if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-53-1240, dated March 19, 2015; or Service Bulletin A320-53-1263, dated March 19, 2015.

(p) 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 Branch, send it to the attention of the person identified in paragraph (q)(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 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 paragraphs (k)(2) and (n) 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.

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0206, dated October 13, 2016; corrected October 14, 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-2017-0902.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206-231-3223; fax 206-231-3398.

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

(r) 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 May 3, 2018.

(i) Airbus Service Bulletin A320-53-1029, Revision 01, including Appendix 01, dated April 29, 2002.

(ii) Airbus Service Bulletin A320-53-1240, Revision 01, dated April 4, 2016.

(iii) Airbus Service Bulletin A320-53-1240, Revision 02, dated March 14, 2017.

(iv) Airbus Service Bulletin A320-53-1263, Revision 01, dated February 29, 2016.

(v) Airbus Service Bulletin A320-53-1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017.

(vi) Airbus Service Bulletin A320-53-1264, Revision 01, excluding Appendix 01, dated July 4, 2016.

(4) The following service information was approved for IBR on March 15, 2004 (69 FR 5907, February 9, 2004).

(i) Airbus Service Bulletin A320-53-1030, Revision 01, excluding Appendix 01, dated May 21, 2002.

(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, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

(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 March 2, 2018.

Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-06-05 The Boeing Company: Amendment 39-19225; Docket No. FAA-2017-0903; Product Identifier 2017-NM-074-AD.

(a) Effective Date

This AD is effective April 23, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-300 and -500 series airplanes, certificated in any category, with blended winglet kits installed in accordance with Supplemental Type Certificate (STC) ST01219SE.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report indicating that fatigue cracks were found in the lower wing skin at stringer L-5 of a Boeing Model 737-300 airplane with winglets installed. We are issuing this AD to detect and correct fatigue cracking of the lower wing skin common to the runout of stringer L-5. Such cracking could grow and result in loss of structural integrity of the wing, and consequent reduced, or complete loss of, controllability of the airplane.

(f) Compliance

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

(g) Repetitive Inspection

Within 18 months after the effective date of this AD: Do a detailed inspection for cracking of the lower wing skin external surface at the stringer L-5 location on the left and right wings, in accordance with the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP737C-57-002, dated April 5, 2017. Repeat the inspection thereafter at intervals not to exceed 6,000 flight cycles or 9,000 flight hours, whichever occurs first.

(h) Repair

If any crack is found during any inspection required by paragraph (g) of this AD, repair before further flight using a method approved in accordance with the procedures specified in paragraph (i) of this AD. Although Aviation Partners Boeing Service Bulletin AP737C-57-002, dated April 5, 2017, specifies to contact Boeing for repair instructions, and specifies that action as “RC” (Required for Compliance), this AD requires repair as specified in this paragraph.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle 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 (j) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

(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, Seattle 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 (h) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (i)(4)(i) and (i)(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.

(j) Related Information

For more information about this AD, contact Lu Lu, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3525; email: lu.lu@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) Aviation Partners Boeing Service Bulletin AP737C-57-002, dated April 5, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Aviation Partners Boeing, 2811 South 102nd St., Suite 200, Seattle, WA 98168; phone: 1-206-830-7699; fax: 1-206-767-3355; email: leng@aviationpartners.com; internet: <http://www.aviationpartnersboeing.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

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

Issued in Renton, Washington, on March 5, 2018.

Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-06-07 The Boeing Company: Amendment 39-19227; Docket No. FAA-2017-0711; Product Identifier 2017-NM-003-AD.

(a) Effective Date

This AD is effective May 3, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 757-200, -200CB, and -300 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of fatigue cracking found in the fuselage frame at station (STA) 1640, which severed the inner chord and web. We are issuing this AD to detect and correct cracking of the fuselage frame at STA 1640, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Actions Required for Compliance

(1) For all airplanes except those identified in paragraphs (g)(2) and (g)(3) of this AD: Do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016; except as provided by paragraphs (h)(1) and (h)(4) of this AD. Do the actions at the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, except as provided by paragraph (h)(2) of this AD.

(2) For airplanes on which Aviation Partners Boeing (APB) Alert Service Bulletin AP757-53-001, Revision 1, dated June 21, 2017, blended or scimitar blended winglets are installed in accordance with Supplemental Type Certificate ST01518SE: Do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of APB

Alert Service Bulletin AP757-53-001, Revision 1, dated June 21, 2017; and Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016; except as provided by paragraphs (h)(1) and (h)(4) of this AD. Do the actions at the applicable times specified in paragraph 1.E., "Compliance," of APB Alert Service Bulletin AP757-53-001, Revision 1, dated June 21, 2017, except as provided by paragraph (h)(3) of this AD.

(3) For airplanes that have been converted from passenger to freighter configuration in accordance with VT Mobile Aerospace Engineering (VT MAE) Supplemental Type Certificate ST03562AT: Do all applicable actions identified as "RC" in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016; except as provided by paragraphs (h)(1) and (h)(4) of this AD. Do the actions at the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, except as provided by paragraph (h)(2) of this AD. Where Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, refers to Group 1 airplanes, the tasks identified under Group 2 airplanes must be done instead; where Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, refers to Group 4 airplanes, the tasks identified under Group 5 airplanes must be done instead.

(h) Exceptions to Service Information Specifications

(1) Where Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, specifies contacting Boeing for instructions, and specifies that action as RC: This AD requires using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(2) For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, uses the phrase "the original issue date of this service bulletin," this AD requires using "the effective date of this AD."

(3) For purposes of determining compliance with the requirements of this AD: Where APB Alert Service Bulletin AP757-53-001, Revision 1, dated June 21, 2017, uses the phrase "the original issue date of this service bulletin," this AD requires using "the effective date of this AD."

(4) Where Figures 5 and 6, Step 2, Note (a), of Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016, specify a high frequency eddy current (HFEC) inspection for any crack in the fuselage frame inner chord forward bend radius and around the fasteners, between the two fasteners above and below the edges of the intercostal strap, this AD does not require inspecting around the two fasteners located below the lower edge of the intercostal strap at stringer 13.

(i) 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 (j) 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 (h)(1) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (i)(4)(i) and (i)(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.

(j) Related Information

For more information about this AD, contact Chandra Ramdoss, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5239; fax: 562-627-5210; email: chandraduth.ramdoss@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) Aviation Partners Boeing (APB) Alert Service Bulletin AP757-53-001, Revision 1, dated June 21, 2017.

(ii) Boeing Alert Service Bulletin 757-53A0108, dated November 14, 2016.

(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, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195.

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

Issued in Renton, Washington, on March 2, 2018.

Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.