

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2018-01

12/25/2017 - 1/7/2018



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



2017-26-06 Roll-Royce Corporation (Type Certificate previously held by Allison Engine Company): Amendment 39-19137; Docket No. FAA-2017-0750; Product Identifier 2017-NE-24-AD.

(a) Effective Date

This AD is effective January 30, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Corporation (RRC) 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 with a fan wheel, part number (P/N) 23061670, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an updated analysis that lowered the life limit of fan wheels installed on the affected engines. We are issuing this AD to prevent failure of the fan wheel. The unsafe condition, if not corrected, could result in failure of the fan wheel, uncontained release of the fan wheel, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For all AE 3007A, AE 3007A1, AE 3007A1/1, AE 3007A1/2, AE 3007A1/3, AE 3007A1P, AE 3007A1E, AE 3007A3, AE 3007C and 3007C1 engines with an installed fan wheel, P/N 23061670, after the effective date of this AD, remove the affected fan wheel before exceeding the new life limits identified in Planning Information, paragraph 1.F., of RRC Alert Service Bulletin (ASB) AE 3007A-A-72-424/ASB AE 3007C-A-72-327 (one document), Revision 1, dated April 20, 2017.

(2) After the effective date of this AD, do not return to service any engine with a fan wheel, P/N 23061670, with a fan wheel life that exceeds the new life limits identified in Planning Information,

paragraph 1.C., of RRC ASB AE 3007A-A-72-424/ASB AE 3007C-A-72-327 (one document), Revision 1, dated April 20, 2017.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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 Chicago ACO Branch, send it to the attention of the person identified in paragraph (i) 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.

(i) Related Information

For more information about this AD, contact Kyri Zaroyiannis, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 E. Devon Ave. Des Plaines, IL 60018; phone: 847-294-7836; fax: 847-294-7834; email: kyri.zaroyiannis@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Rolls-Royce Corporation (RRC) Alert Service Bulletin AE 3007A-A-72-424/ASB AE 3007C-A-72-327 (one document), Revision 1, dated April 20, 2017.

(ii) Reserved.

(3) For RRC service information identified in this AD, contact Rolls-Royce Corporation, 450 South Meridian Street, Mail Code NB-02-05, Indianapolis, IN 46225; phone: 317-230-3774; email: indy.pubs.services@rolls-royce.com; internet: www.rolls-royce.com.

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. 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 18, 2017.

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



2017-26-07 The Boeing Company: Amendment 39-19138; Docket No. FAA-2017-0519; Product Identifier 2017-NM-001-AD.

(a) Effective Date

This AD is effective February 7, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) 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 757-53A0100, Revision 1, dated September 14, 2017.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/312bc296830a925c86257c85006d1b1f/\\$FILE/ST01518SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/312bc296830a925c86257c85006d1b1f/$FILE/ST01518SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE 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 a report of fatigue cracking found in the fuselage frame web at station (STA) 1681. We are issuing this AD to detect and correct cracking of the fuselage frame at STA 1681, 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

Except as required by paragraph (h) of this AD: Do all applicable actions identified as required for compliance (RC) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0100, Revision 1, dated September 14, 2017. Do the actions at the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 757-53A0100, Revision 1, dated September 14, 2017.

(h) Exceptions

(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 757-53A0100, Revision 1, dated September 14, 2017.

(2) Where Boeing Alert Service Bulletin 757-53A0100, Revision 1, dated September 14, 2017, 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 (j) of this AD.

(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 Boeing Alert Service Bulletin 757-53A0100, dated November 14, 2016.

(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)(1) 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)(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

(1) For more information about this AD, contact Muoi Vuong, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5205; fax: 562-627-5210; email: muoi.vuong@faa.gov.

(2) 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.

(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 757-53A0100, Revision 1, dated September 14, 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 December 14, 2017.

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



2017-26-08 ATR-GIE Avions de Transport Régional: Amendment 39-19139; Docket No. FAA-2017-1177; Product Identifier 2015-NM-195-AD.

(a) Effective Date

This AD becomes effective January 18, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to ATR-GIE Avions de Transport Régional Model ATR42-500 airplanes, and Model ATR72-212A airplanes; certificated in any category; all manufacturer serial numbers on which ATR-GIE Avions de Transport Régional Modification 5948 (New Avionics Suite installation) has been embodied in production, except those airplanes identified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Airplanes on which ATR-GIE Avions de Transport Régional Mod 6977 (New Avionics Suite Standard 2) has been embodied in production.

(2) Airplanes on which ATR Service Bulletin ATR42-31-0091, or ATR Service Bulletin ATR72-31-1092, has been incorporated.

(d) Subject

Air Transport Association (ATA) of America Code 31, Instruments.

(e) Reason

This AD was prompted by flight evaluations that revealed that after engine failure during autopilot (AP) or yaw damper (YD) re-engagement, the YD unit commanded the rudder to return to neutral position, leading to inadequate balancing of the asymmetric power. We are issuing this AD to provide procedures to the flightcrew for operational restrictions affecting in-flight use of the autopilot (AP) or yaw damper (YD) during dual-engine operation.

(f) Compliance

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

(g) Revise the Airplane Flight Manual

Within 30 days after the effective date of this AD, revise the Limitations Section of the applicable ATR-42 and ATR-72 airplane flight manuals (AFMs) to include figure 1 to paragraph (g) of this AD. Amending the AFM of an airplane by inserting a copy of this AD into the applicable

AFM of that airplane is acceptable to comply with the requirements of this paragraph for that airplane.

Figure 1 to paragraph (g) of this AD – AFM Temporary Revision

Do not use AP or YD during flight when one of the following fault messages appears in Amber on the Engine and Warning Display:
 Air Data Computer (ADC) or Attitude and Heading Reference System (AHRS)

(h) Minimum Equipment List (MEL)

(1) Within 30 days after the effective date of this AD, amend the operator's ATR MEL, as applicable, by incorporating the dispatch restrictions listed in figure 2 to paragraph (h)(1) of this AD, and thereafter operate the airplane accordingly.

Figure 2 to paragraph (h)(1) of this AD - Minimum Equipment List (MEL) Amendment

(1) Direct Current (DC) Generator loss				
(1.1) Dispatch conditions				
ATA 24 – ELECTRICAL POWER (Continued)				
ATA CHAPTER	1	2 - REPAIR INTERVAL CATEGORY		
		3 - NUMBER INSTALLED		
		4 - NUMBER REQUIRED FOR DISPATCH		
ITEM				5 - REMARKS OR CONDITIONS
DC				
30-1 DC generator channel (generator + related GCU)	A	2	1	* (o) (m) May be inoperative except for ETOPS, provided: (a) The Autopilot and Yaw Damper are deactivated, and (b) TRU is checked operative prior to each departure, and (c) Aircraft does not fly extended overwater routes, and (d) Two engines taxi is performed, and (e) Aircraft does not line up until 6 minutes elapsed after operative generator comes on line, and (f) Operations are limited to two flights

Note: This new dispatch condition only supersedes the related current approved master minimum equipment list (MMEL) items, on the basis of which the operator’s MEL is established, applicable to ATR 42-500 and ATR 72-212A fitted with ATR Modification 5948, except airplanes modified in accordance with ATR modification 6977, the others dispatch conditions remain valid.

Figure 2 to paragraph (h)(1) of this AD - MEL Amendment continued

(1.2) Associated procedures

Dispatch Deviation Guide**ATA 24 – ELECTRICAL POWER****30-1 DC generator channel (generator + related****GCU) OPERATIONAL PROCEDURES:**

- Check of remaining generator feeder integrity:
6 minutes are necessary to establish the temperature difference between the feeders if one line is broken. So aircraft should not line up until 6 minutes elapsed after operative generator comes on line.
- Operational test of TRU (if installed):
Note: During the test, the ACW electrical network must be available (The AC GPU connected or ACW generators running).
Checking are performed only on Main Electrical Panel (left hand panel):
 - Switch OFF the pushbutton DC EXTERNAL POWER (if selected ON)
 - Switch OFF the pushbuttons DC GEN 1 & 2 (if selected ON)

On Main Electrical Panel; check that the following caution lights are switched ON:

- BATTERY ARROWS
- Both BUS OFF
- INVERTER 2 FAULT
- Both DC BUS OFF
- SHED LEGEND OF DC SVCE/UTLY BUS

Check that the following systems are supplied:

- VHF 1
- FUEL QTY INDICATOR
- FLAPS POSITION INDICATOR

On Main Electrical Panel; press the TRU push-button; then check that:

- The TRU push-button is switched ON
- The TRU ARROW caution light is switched ON
- The BATTERIES ARROWS caution lights are not illuminated
- The UNDV legend of OVRD/UNDV push-button is not illuminated

On Main Electrical Panel, check that the BATTERY AMMETER shows zero load either if BAT selector switch is placed in EMER or MAIN position.

Check that the following systems are still supplied:

- VHF 1
- FUEL QTY INDICATOR
- FLAPS POSITION INDICATOR

On Main Electrical Panel, switch off the TRU push-button; then check that:

- The TRU push-button is not illuminated
- The TRU ARROW caution light is not illuminated
- The BATTERY ARROWS caution lights are switched ON

MAINTENANCE PROCEDURES:

- Pull C/B AFCS/YAW SERVO, secure and tag

Figure 2 to paragraph (h)(1) of this AD - MEL Amendment continued

(2) ADC or AHRS fault

(2.1) Dispatch conditions

ATA 34 – NAVIGATION				
ATA CHAPTER	1	2 - REPAIR INTERVAL CATEGORY		
ITEM		3 - NUMBER INSTALLED		5 - REMARKS OR CONDITIONS
		4 - NUMBER REQUIRED FOR DISPATCH		
- Air Data System				
11-1 Air Data Computer (ADC)	A	2	1	* (o) (m) One ADC may be inoperative provided: (a) The Autopilot and Yaw Damper are deactivated, and (b) TheTLU manual mode is operative (c) The IESI is operative, and (d) All the IOM DC are operative, and (e) The operations are limited to two flights, and (f) For day VMC flight only, and (g) For ETOPS, the ADC#1 must be operative <u>Note:</u> When TLU automatic mode is inoperative Refer to MMEL 27 item 23-2
- Attitude – Heading				
20-1 AHRS	A	2	1	* (m) One may be inoperative, provided: (a) The Autopilot and Yaw Damper are deactivated, and (b) The IESI is operative, and (c) For day VMC flight only, and (d) Operations are limited to two flights, and (e) For ETOPS, AHRS#1 must be operative

This new dispatch condition only supersedes the related current approved MMEL items, on the basis of which the operator’s MEL is established, applicable to ATR 42-500 and ATR 72-212A fitted with ATR Modification 5948, except airplanes modified in accordance with ATR modification 6977, the others dispatch conditions remain valid.

Figure 2 to paragraph (h)(1) of this AD - MEL Amendment continued

(2.2)	Associated procedures
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Dispatch Deviation Guide
ATA 34 – NAVIGATION
11-1 ADC
OPERATIONAL PROCEDURES:
ADC switching must be set to valid ADC
TLU manual mode check:
➤ Select HI SPD and check alert is generated after 25 seconds: MC, SC, FLT CTL TLU on FWS and TLU FAULT light
➤ Check rudder travel is limited
➤ Select AUTO and check alert stops after 15 seconds
➤ Check rudder travel is not limited
MAINTENANCE PROCEDURES:
- Pull C/B AFCS/YAW SERVO, secure and tag
20-1 AHRS
OPERATIONAL PROCEDURES:
None for this chapter
MAINTENANCE PROCEDURES:
- Pull C/B AFCS/YAW SERVO, secure and tag.

(2) Amending the operator's ATR MEL, as applicable, of an airplane by inserting a copy of this AD, or incorporating a later MMEL revision which includes the same dispatch restrictions as specified in figure 2 to paragraph (h)(1) of this AD is acceptable for compliance with the requirements of paragraph (h)(1) of this AD for that airplane.

(3) As of the effective date of this AD: If any of the systems identified in paragraph (h)(3)(i), (h)(3)(ii), and (h)(3)(iii) of this AD are inoperative, an airplane may be operated as specified in the MMEL, provided that the MEL of that airplane has been amended to be consistent with the MEL restrictions specified in figure 2 of this AD.

- (i) One of two ADCs.
- (ii) One of two AHRs.
- (iii) One of two DC generators.

(i) Optional Software Modification

Installation of new avionics suite standard 2 software on an airplane, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-31-0091, Revision 1, dated May 05, 2015, or ATR Service Bulletin ATR72-31-1092, Revision 2, dated March 31, 2015, as applicable, terminates the AFM and MEL revisions required by paragraphs (g) and (h) of this AD, for that airplane.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (i) of this AD, if those actions were performed before the effective date of this AD using ATR Service Bulletin ATR42-31-0091, dated December 17, 2014; or ATR Service Bulletin ATR72-31-1092, dated October 7, 2014, or Revision 1, dated December 9, 2014, as applicable.

(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 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 2015-00237R1, dated December 16, 2015, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1177.

(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 ATR42-31-0091, Revision 1, dated May 05, 2015.

(ii) ATR Service Bulletin ATR72-31-1092, Revision 2, dated March 31, 2015.

(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 20, 2017.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2017-26-09 ATR–GIE Avions de Transport Régional: Amendment 39-19140; Docket No. FAA-2017-1178; Product Identifier 2014-NM-144-AD.

(a) Effective Date

This AD becomes effective January 18, 2018.

(b) Affected ADs

None.

(c) Applicability

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

(1) ATR–GIE Avions de Transport Régional Model ATR42-500 airplanes; manufacturer serial number (MSN) 859, and MSNs 1001 through 1010 inclusive.

(2) ATR–GIE Avions de Transport Régional Model ATR72-212A airplanes; MSN 988 and 989; MSNs 993 through 1000 inclusive, except MSN 996; and MSNs 1020 through 1142 inclusive, except MSNs 1071, 1135, 1139, 1140, and 1141.

(d) Subject

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

(e) Reason

This AD was prompted by a report of damage of an engine fire extinguishing pipe due to chafing between the pipe and a certain fastener assembly; the chafing occurred as a result of incorrect installation of the pipe. We are issuing this AD to detect and correct damage of the fire extinguishing pipes, which could generate a leak, resulting in the loss of available extinguishing agent and reduced capability to extinguish an engine fire.

(f) Compliance

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

(g) Inspection for Damaged Fire Extinguishing Pipes

Within 150 flight hours or 30 days, whichever occurs first after the effective date of this AD, accomplish a one-time inspection for damage of the left-hand (LH) and right-hand (RH) engine fire extinguishing pipes, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-26-0031, dated April 30, 2014; or ATR Service Bulletin ATR72-26-1027, dated April 30, 2014; as applicable.

(h) Measurement of Wear Depth

If, during the inspection required by paragraph (g) of this AD, any damage is detected on an engine fire extinguishing pipe, before further flight, remove the damaged pipe, measure the maximum wear depth in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-26-0031, dated April 30, 2014; or ATR Service Bulletin ATR72-26-1027, dated April 30, 2014; as applicable.

(i) Corrective Actions and Related Investigative Actions for Major Wear Depth

If, during a measurement required by paragraph (h) of this AD, a depth of wear greater than 0.5 mm (0.0197 inch) is detected, before further flight, accomplish the actions specified by paragraphs (i)(1), (i)(2), and (i)(3) of this AD, in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-26-0031, dated April 30, 2014; or ATR Service Bulletin ATR72-26-1027, dated April 30, 2014; as applicable.

(1) Replace the damaged pipe with a new engine fire extinguishing pipe.

(2) Inspect the LH and RH flap parts (flap fasteners, flap arms, hinge flaps) at rib 4 for damage; and, depending on the findings, accomplish the applicable corrective actions, except, where ATR Service Bulletins ATR42-26-0031 and ATR72-26-1027, both dated April 30, 2014, specify to contact ATR for appropriate action, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(3) Accomplish a functional test of the engine fire extinguishing system. If the part fails the test, before further flight, do corrective actions, repeat the test, and do applicable corrective actions until the part passes the test.

(j) Corrective Actions for Minor Wear Depth

If, during a measurement required by paragraph (h) of this AD, a depth of wear less than, or equal to, 0.5 mm (0.0197 inch) is detected, before further flight, accomplish the actions required by paragraphs (j)(1), (j)(2), and (j)(3) of this AD in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-26-0031, dated April 30, 2014; or ATR Service Bulletin ATR72-26-1027, dated April 30, 2014; as applicable.

(1) Do the actions specified by either paragraph (j)(1)(i) or (j)(1)(ii) of this AD.

(i) Replace the damaged pipe with a new engine fire extinguishing pipe.

(ii) Re-install the damaged pipe correctly, and, within 30 days after the inspection as required by paragraph (g) of this AD, replace the damaged pipe with a new engine fire extinguishing pipe.

(2) Inspect the LH and RH flap parts (flap fasteners, flap arms, hinge flaps) at rib 4 for damage; and, depending on the findings, accomplish all applicable corrective actions before further flight, except, where ATR Service Bulletins ATR42-26-0031 and ATR72-26-1027, both dated April 30, 2014, specify to contact ATR for appropriate action, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(3) Accomplish a functional test of the engine fire extinguishing system. If the part fails the test, before further flight, do corrective actions, repeat the test, and do applicable corrective actions until the part passes the test.

(k) Pipe Replacement

Within 30 days after the replacement specified by paragraph (h) of this AD, unless already accomplished as required by paragraph (i)(1) or (j)(1) of this AD, as applicable, replace the damaged fire extinguisher pipe in accordance with the instructions of ATR Service Bulletin ATR42-26-0031, dated April 30, 2014; or ATR Service Bulletin ATR72-26-1027, dated April 30, 2014; as applicable, and, concurrently, accomplish the actions specified by paragraphs (j)(2) and (j)(3) of this AD.

(l) Corrective Action for Incorrect Pipe Installation

If, during the inspection required by paragraph (g) of this AD, no damage is detected, before further flight, verify the correct installation of the extinguishing pipes, in accordance with the Accomplishment Instructions of ATR Service Bulletins ATR42-26-0031 or ATR72-26-1027, both dated April 30, 2014, as applicable. If any engine fire extinguishing pipe is found incorrectly installed, before further flight, re-install the pipe correctly and accomplish a functional test of the engine fire extinguishing system in accordance with the Accomplishment Instructions of ATR Service Bulletin ATR42-26-0031, dated April 30, 2014; or ATR Service Bulletin ATR72-26-1027, dated April 30, 2014; as applicable. If the part fails the test, before further flight, do corrective actions, repeat the test, and do applicable corrective actions until the part passes the test.

(m) Corrective Action for Damage Beyond Limits

If, during any inspection specified by paragraph (i)(2) or (j)(2) of this AD, as applicable, any damage is detected on flap arms or hinge flaps that is determined to be beyond the defined limits indicated in ATR Structural Repair Manual (SRM) 511010-01-001-A01, dated October 1, 2014, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(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 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.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2014-0144R1, dated June 10, 2014; corrected June 11, 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-2017-1178.

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

(p) Material Incorporated by Reference

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

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

(i) ATR Service Bulletin ATR42-26-0031, dated April 30, 2014.

(ii) ATR Service Bulletin ATR72-26-1027, dated April 30, 2014.

(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 20, 2017.

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



2017-26-10 The Boeing Company: Amendment 39-19141; Docket No. FAA-2017-1179; Product Identifier 2017-NM-177-AD.

(a) Effective Date

This AD is effective January 3, 2018.

(b) Affected ADs

This AD replaces AD 2015-08-01, Amendment 39-18137 (80 FR 21645, April 20, 2015) (“AD 2015-08-01”).

(c) Applicability

This AD applies to The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 757-27A0157, dated December 18, 2017.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of a momentary uncommanded spoiler movement during flap configuration just before landing that occurred on an airplane on which the actions required by AD 2015-08-01 had been done. We are issuing this AD to prevent a failure condition that can cause an uncommanded spoiler movement resulting in loss of controllability of the airplane during the approach phase of flight.

(f) Compliance

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

(g) Required Actions

(1) For airplanes in Configuration 1 in Groups 1, 2, and 3, as defined in Boeing Alert Service Bulletin 757-27A0157, dated December 18, 2017: Within 90 days after the effective date 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 757-27A0157, dated December 18, 2017.

(2) For airplanes in Configuration 2 in Groups 1, 2, and 3, as defined in Boeing Alert Service Bulletin 757-27A0157, dated December 18, 2017: No work is required by this paragraph.

(h) Prohibited Modification

As of the effective date of this AD, do not accomplish the actions specified in Boeing Service Bulletin 757-27A0152 on any airplane.

(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) AMOCs approved previously for AD 2015-08-01 are not approved as AMOCs for any provision in this AD.

(5) For service information that contains steps that are labeled as RC, the provisions of paragraphs (i)(5)(i) and (i)(5)(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 Myra Kuck, Aerospace Engineer, Cabin Safety, Mechanical & Environmental Systems Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5316; fax: 562-627-5210; email: Myra.J.Kuck@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) Boeing Alert Service Bulletin 757-27A0157, dated December 18, 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 22, 2017.

John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2018-01-01 The Boeing Company: Amendment 39-19142; Docket No. FAA-2017-0500; Product Identifier 2017-NM-009-AD.

(a) Effective Date

This AD is effective February 7, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Boeing Company Model MD-11 and MD-11F airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin MD11-28A150, dated October 6, 2016.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by fuel system reviews conducted by the manufacturer. We are issuing this AD to detect and correct potential ignition sources inside the tail fuel tank, which, in combination with flammable vapors, could result in a fuel tank fire or explosion, and consequent loss of the airplane.

(f) Compliance

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

(g) One-Time Inspection and Corrective Actions

Within 27 months after the effective date of this AD, do a one-time detailed inspection of the wire assemblies of the tail fuel tank transfer pumps to determine if metallic transitions are installed at the wire harness breakouts, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD11-28A150, dated October 6, 2016. If metallic transitions are installed, no further action is required by this paragraph. If metallic transitions are not installed, do the corrective actions required by paragraphs (g)(1) and (g)(2) of this AD, as applicable, and if, after any repair or replacement is done, any test fails, before further flight, do corrective actions, repeat the test, and do applicable corrective actions until the test is passed.

(1) Repair any affected wire assembly before further flight, in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin MD11-28A150, dated October 6, 2016, or replace any affected wire assembly with a new wire assembly before further flight, in

accordance with Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin MD11-28A150, dated October 6, 2016. If the replacement is done, no further action is required for that wire assembly only.

(2) Within 24 months after accomplishment of the repair required by paragraph (g)(1) of this AD: Replace any repaired wire assembly with a new wire assembly, in accordance with Part 3 of the Accomplishment Instructions of Boeing Alert Service Bulletin MD11-28A150, dated October 6, 2016.

(h) 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 (i) 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) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (h)(4)(i) and (h)(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.

(i) Related Information

For more information about this AD, contact Sérj Harutunian, Aerospace Engineer, Propulsion Section, Los Angeles ACO Branch, FAA, 3960 Paramount Boulevard, Lakewood, California 90712-4137; phone: 562-627-5254; fax: 562-627-5210; email: serj.harutunian@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin MD11-28A150, dated October 6, 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; 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 26, 2017.

John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-01-02 The Boeing Company: Amendment 39-19143; Docket No. FAA-2017-0698; Product Identifier 2017-NM-047-AD.

(a) Effective Date

This AD is effective February 7, 2018.

(b) Affected ADs

This AD replaces AD 2017-02-03, Amendment 39-18782 (82 FR 10541, February 14, 2017) (“AD 2017-02-03”).

(c) Applicability

This AD applies to The Boeing Company Model 767-200, -300, and -400ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-38A0073, Revision 3, dated September 8, 2016 (“Boeing Alert Service Bulletin 767-38A0073, R3”).

(d) Subject

Air Transport Association (ATA) of America Code 38, Water/waste.

(e) Unsafe Condition

This AD was prompted by a report of a malfunction of the engine indication and crew alerting system (EICAS) during flight. We are issuing this AD to prevent an uncontrolled water leak from a defective potable water system coupling, which could cause the main equipment center (MEC) line replaceable units (LRUs) to become wet, resulting in an electrical short and potential loss of several functions essential for safe flight.

(f) Compliance

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

(g) Inspection of Couplings and Installation of Spray Shrouds

Except as required by paragraph (h) of this AD: At the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 767-38A0073, R3, do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 767-38A0073, R3.

Note 1 to paragraph (g) of this AD: Operators can take optional protective measures to cover or shield their equipment against water spray when performing the Potable Water System Leakage Test, as specified in Boeing Alert Service Bulletin 767-38A0073, R3.

(h) Exceptions to the Service Information

(1) Where Boeing Alert Service Bulletin 767-38A0073, R3, uses the phrase “after the original issue date of this service bulletin,” for purposes of determining compliance with the requirements of this AD, March 16, 2017 (the effective date of AD 2017-02-03) must be used.

(2) Where Boeing Alert Service Bulletin 767-38A0073, R3, uses the phrase “after the Revision 2 date of this service bulletin,” for purposes of determining compliance with the requirements of this AD, March 16, 2017 (the effective date of AD 2017-02-03) must be used.

(3) Where Boeing Alert Service Bulletin 767-38A0073, R3, specifies a compliance time “after the Revision 3 date of this service bulletin,” for purposes of determining compliance with the requirements of this AD, the phrase “after the effective date of this AD” must be used.

(4) Where Boeing Alert Service Bulletin 767-38A0073, R3, specifies using Permacell P-29 tape, for purposes of determining compliance with the requirements of this AD, BMS 5-179 tape is acceptable.

(i) Credit for Previous Actions

(1) For airplanes in Groups 4 through 8, 10, 12, and 13, as identified in Boeing Alert Service Bulletin 767-38A0073, R3: 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 Boeing Alert Service Bulletin 767-38A0073, dated November 12, 2013; Boeing Service Bulletin 767-38A0073, Revision 1, dated November 5, 2014; or Boeing Alert Service Bulletin 767-38A0073, Revision 2, dated August 10, 2015.

(2) For airplanes in Groups 1 through 3, and Group 9, Configuration 2, as identified in Boeing Alert Service Bulletin 767-38A0073, R3: 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 Boeing Alert Service Bulletin 767-38A0073, Revision 2, dated August 10, 2015.

(j) Parts Installation Prohibition

As of the effective date of this AD, no person may install any plastic potable water coupling having part number (P/N) CA620 series or P/N CA625 series on any airplane for the locations identified in Boeing Alert Service Bulletin 767-38A0073, Revision 3, dated September 8, 2016.

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair, 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) AMOCs approved previously for AD 2017-02-03 are approved as AMOCs for the corresponding provisions of Boeing Alert Service Bulletin 767-38A0073, R3, that are required by paragraph (g) of this AD.

(5) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (k)(5)(i) and (k)(5)(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.

(l) Related Information

(1) For more information about this AD, contact Stanley Chen, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 1601 Lind Avenue SW, Renton, WA 98057-3356; phone: 425-917-6585; fax: 425-917-6590; email: stanley.chen@faa.gov.

(2) 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 the AD specifies otherwise.

(i) Boeing Alert Service Bulletin 767-38A0073, Revision 3, dated September 8, 2016.

(ii) Reserved.

(3) For Boeing 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 26, 2017.

John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-01-03 Airbus: Amendment 39-19144; Docket No. FAA-2017-1180; Product Identifier 2012-NM-201-AD.

(a) Effective Date

This AD becomes effective January 18, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(5) of this AD, certificated in any category, equipped with one-frame overhead stowage compartments (OHSC), except for airplanes in an all-cargo configuration.

- (1) Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (2) Model A300 B4-605R and B4-622R airplanes.
- (3) Model A300 F4-605R and F4-622R airplanes.
- (4) Model A300 C4-605R Variant F airplanes.
- (5) Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of the portable oxygen cylinder assembly (POCA) slipping from its bracket inside a one-frame overhead stowage compartment (OHSC). We are issuing this AD to prevent the POCA from falling behind the OHSC through a cut-out on the OHSC outboard panel, which could damage electrical wiring, resulting in electrical arcing, melted wires, and heat damage, and could ultimately result in an uncontrolled fire in the affected area.

(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 2015-0146, dated July 22, 2015; corrected July 24, 2015.

(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 2015-0146, dated July 22, 2015; corrected July 24, 2015, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1180.

(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.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on December 26, 2017.
John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-01-04 Airbus: Amendment 39-19145; Docket No. FAA-2017-1181; Product Identifier 2014-NM-037-AD.

(a) Effective Date

This AD becomes effective January 18, 2018.

(b) Affected ADs

This AD replaces AD 2011-04-05, Amendment 39-16605 (76 FR 8612, February 15, 2011) (“AD 2011-04-05”).

(c) Applicability

This AD applies to the Airbus airplanes specified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, all manufacturer serial numbers.

- (1) Model A340-211, -212, and -213 airplanes.
- (2) Model A340-311, -312, and -313 airplanes.
- (3) Model A340-541 airplanes.
- (4) Model A340-642 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Periodic inspections.

(e) Reason

This AD was prompted by the revision of certain airworthiness limitation items (ALIs), which specify more restrictive instructions or airworthiness limitations. We are issuing this AD to prevent the failure of certain life-limited parts, 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) 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 2014-0009, dated January 8, 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 2014-0009, dated January 8, 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-2017-1181.

(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.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on December 26, 2017.
John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-01-05 Fokker Services B.V.: Amendment 39-19146; Docket No. FAA-2017-1182; Product Identifier 2013-NM-093-AD.

(a) Effective Date

This AD becomes effective January 22, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes, certificated in any category, having serial numbers 11268 through 11283 inclusive, 11286, 11289, 11291, 11293, 11295, 11300, 11303, 11306, 11308, 11310, 11312 through 11314 inclusive, 11316, 11318, 11321, 11323 through 11335 inclusive, 11337, 11338, 11340, 11345, 11349, 11352 through 11361 inclusive, 11365 through 11367 inclusive, 11369, 11370, 11372, 11373, 11376 through 11380 inclusive, 11387, 11388, 11391, 11395, 11397, 11399, 11404, 11405, 11407, 11411 through 11419 inclusive, 11425 through 11428 inclusive, 11432, 11435 through 11439 inclusive, 11444 through 11450 inclusive, 11456 through 11460 inclusive, 11464 through 11469 inclusive. and 11475 through 11585 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by an evaluation by the design approval holder (DAH) indicating that the fuselage frames are subject to widespread fatigue damage (WFD). We are issuing this AD to prevent cracking of the center fuselage, 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) 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 actions 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 2013-0102, dated May 2, 2013.

(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 2013-0102, dated May 2, 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-2017-1182.

(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 26, 2017.
John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-01-06 Fokker Services B.V.: Amendment 39-19147; Docket No. FAA-2017-1183; Product Identifier 2013-NM-022-AD.

(a) Effective Date

This AD becomes effective January 22, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F28 Mark 0070 and 0100 airplanes, certificated in any category, equipped with Rolls-Royce 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 release event. We are issuing this AD to detect and correct an incorrect adjustment of the (emergency) maximum reverse thrust stop, which could result in engine fan blade release causing injury to occupants, damage to the airplane, and consequent uncontrollability 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 actions 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 2013-0010, January 14, 2013.

(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 2013-0010, January 14, 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-2017-1183.

(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 26, 2017.
John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.