

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2019-21

9/30/2019 - 10/13/2019



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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Oklahoma City, OK 73125-0460

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2019-01			
2018-22-07		Engine Alliance	GP7270, GP7272, and GP7277 model turbofan engines
2018-23-12	COR	Zodiac Aero Evacuation Systems	Fusible plugs installed on emergency evacuation equipment
2018-25-08	R 2017-22-07	Airbus SAS	A319, A320, A321 airplanes
2018-26-01	R 2018-18-01	CFM International S.A.	CFM56-7B turbofan engines
2018-26-03		The Boeing Company	757-200 series airplanes
2018-26-04		Airbus SAS	A350-941 and -1041 airplanes
2018-26-05	A 2015-19-01	The Boeing Company	777-200, 777-200LR, 777-300, 777-300ER, and 777F series airplanes
2018-26-06		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
Biweekly 2019-02			
2019-01-01		The Boeing Company	787-8 airplanes
Biweekly 2019-03			
2019-01-01	COR	The Boeing Company	787-8 airplanes
Biweekly 2019-04			
2018-23-04		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2018-24-01		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2019-01-03	R 2016-18-01	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-01-04		The Boeing Company	787 series airplanes
2019-01-05	A 2017-05-10	Airbus SAS	A330-201, A330-202, A330-203, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes
2019-01-06		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-01-07		Airbus SAS	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2019-01-08		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2019-02-01	R 2018-16-07	General Electric Company	GEnx-1B54, -1B58, -1B64, -1B67, -1B70, -1B54/P1, -1B58/P1, -1B64/P1, -1B67/P1, -1B70/P1, -1B54/P2, -1B58/P2, -1B64/P2, -1B67/P2, -1B70/P2, -1B70C/P1, -1B70/P2, -1B70/P2, -1B70/P2, -1B74/P1, -1B75/P1, -1B70C/P2, -1B70/P2, -1B70/P2, -1B74/P2, -1B75/P2, -1B75/P2, -1B76/P2, -1B76A/P2, -1B78/P2, -2B67, -2B67B, and -2B67/P turbofan engines
2019-02-03		The Boeing Company	787-8, 787-9, and 787-10 airplane
2019-02-04	R 2018-22-05	Engine Alliance	GP7270, GP7272, and GP7277 turbofan engines
2019-03-01		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
Biweekly 2019-05			
2018-21-14		Zodiac Aerotechnics	MC10 series crew oxygen mask regulators
2018-26-07		Airbus SAS	A350-941 and -1041 airplanes
2018-26-08		Airbus SAS	Note: Was missing from BW2019-01 A320-214, A320-232, A320-233, A321-211, and A321-231 airplanes
2019-03-03	A 2016-17-03	Airbus SAS	Note: Was missing from BW2019-01 A318, A319, A320, A321 airplanes
2019-03-04	R 2018-11-16	Engine Alliance	GP7270 and GP7277 model turbofan engines
2019-03-06		The Boeing Company	737-300, -400, and -500 series airplanes
2019-03-07	R 2017-16-05	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-03-08		Airbus SAS	A350-941 airplanes

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2019-03-09		Airbus SAS	A310-304, -322, -324, and -325 airplanes
2019-03-10	R 2017-07-05	Airbus SAS	A300 airplanes
2019-03-11		Airbus SAS	A350-941 and -1041 airplanes
2019-03-15		Airbus SAS	A330-201, -202, and -203; A330-301, -302, and -303 airplanes
2019-03-17	A 2017-25-04	Airbus SAS	A318, A319, A320, A321 airplanes
2019-03-19		Saab AB, Saab Aeronautics	SAAB 2000 airplanes
2019-03-20	A 2014-16-23 A 2016-16-09	Dassault Aviation	FALCON 7X airplanes
2019-03-21		Embraer S.A.	ERJ 190-100 STD, -100 LR, and -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW airplanes
2019-03-23		Airbus SAS	A330, A340 airplanes
Biweekly 2019-06			
2019-03-13		Gulfstream Aerospace LP	Gulfstream G150 airplanes
2019-03-14		Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G airplanes
2019-03-16	A 2006-25-06 A 97-04-08	Fokker Services B.V.	F.27 Mark 100, 200, 300, 400, 500, 600, and 700 airplanes
2019-03-18		Airbus SAS	A318, A319, A320 airplanes
2019-03-22		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2019-03-24		The Boeing Company	737-400 series airplanes
2019-03-25	A 2008-02-15	Airbus SAS	A318, A319, A320, A321 airplanes
2019-03-26		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-03-27		Dassault Aviation	Falcon 10 airplanes
2019-03-28	R 2016-07-23	Airbus SAS	A318, A319, A320, A321 airplanes
2019-03-30		Empresa Brasileira de Aeronautica S.A.	EMB-135, EMB-145 airplanes
2019-05-01	R 2017-11-06	Pratt & Whitney Division	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2643, and F117-PW-100 turbofan engines
2019-05-02	R 2017-22-13	Rolls-Royce plc	RB211-Trent 970-84 and RB211-Trent 972-84 turbofan engines
2019-05-08	R 2015-12-08	Airbus SAS	A318, A319, A320, A321 airplanes
Biweekly 2019-07			
2019-05-07	R 2017-20-01	Honeywell International Inc.	TFE731-20R, -20AR, -20BR, and TFE731-40, -40AR, -40BR, and -40R turbofan engines
2019-05-09		Airbus SAS	A320-251N and -271N, and A321-253N airplanes
2019-05-10		Airbus SAS	A350-941 airplanes
2019-05-12		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2019-05-13	R 2007-22-05	Airbus SAS	A300-600 and A310 series airplanes
2019-05-14	R 2012-02-18	Dassault Aviation	MYSTERE-FALCON 50 airplanes
2019-06-01	R 2018-24-01	International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2019-06-02		Pratt & Whitney Division	PW4158 turbofan engines
2019-06-06		International Aero Engines AG	V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2533-A5 turbofan engines
2019-06-07	R 2016-22-05	Pratt & Whitney Division	Certain PW4000 engines (see AD)
Biweekly 2019-08			
2019-06-01	R 2018-24-01	International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2019-06-02	COR	Pratt & Whitney Division	PW4158 turbofan engines
2019-06-03	A 2017-01-08	Airbus SAS	A330 and A340 airplanes
2019-06-08		Airbus SAS	A330-223, A330-223F, A330-321, A330-322, and A330-323 airplanes
2019-06-09		Airbus SAS	A350-941 airplanes

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2019-06-12		Airbus SAS	A330-201, -202, and -203; A330-301, -302, and -303 airplanes
2019-07-03		Zodiac Seats France	536-Series Cabin Attendant Seats
Biweekly 2019-09			
2019-07-01	A 2014-26-07	Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G airplanes
2019-07-04	COR	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2019-07-05	R 2016-19-04	Airbus SAS	A318, A319, A320 and A321 airplanes
2019-07-06		Bombardier, Inc	Model BD-100-1A10 airplanes
2019-07-09		Rolls-Royce plc	Trent 1000-A2, Trent 1000-AE2, Trent 1000-C2, Trent 1000-CE2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2 model turbofan engines
Biweekly 2019-10			
2019-03-29		Bombardier, Inc	Model BD-100-1A10 airplanes
2019-06-13		The Boeing Company	Model 787 series airplanes
2019-07-05	COR, A 2016-19-04	Airbus SAS	A318, A319, A320 airplanes
2019-08-01		RECARO Aircraft Seating GmbH & Co. KG	Passenger Compartment Equipment
2019-08-02		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-08-05		The Boeing Company	Model 787-8 and 787-9 airplanes
2019-08-06	R 2016-16-01	Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, -243 A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2019-08-09	A 2017-04-13	The Boeing Company	Model 747-8 and 747-8F series airplanes
2019-08-12		Viking Air Limited	Model CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant)
Biweekly 2019-11			
2019-08-03		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-08-07	R 2014-20-04	Airbus SAS	A318, A319, A320 and A321 airplanes
2019-08-08	R 2010-14-05	Bombardier, Inc.	Model CL-600-1A11 (600), Model CL-600-2A12 (601), Model CL-600-2B16 airplanes
2019-09-01		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
Biweekly 2019-12			
2019-08-04	R 2012-25-02	Bombardier, Inc.	Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2019-08-11	R 2008-24-14	Bombardier, Inc.	Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2019-10-03		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-10-04		BRP-Rotax GmbH & Co KG	BRP-Rotax GmbH & Co KG (Rotax) 912 F2, 912 F3, and 912 F4 engines, Rotax 912 S2, 912 S3, and 912 S4 engines, Rotax 914 F2, 914 F3, and 914 F4 engines, and Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines
2019-10-05		Viking Air Limited	Models DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes
Biweekly 2019-13			
2019-10-01		Bombardier, Inc	Model CL-600-2A12 (601) airplanes
2019-11-01		Airbus SAS	Model A350-941 airplanes
2019-11-02	R 2017-16-10	The Boeing Company	Model 777-200, -200LR, -300, -300ER, and 777F series airplanes
2019-11-03		The Boeing Company	Model 737-700C, -800, and -900ER series airplanes

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2019-11-06	A 2013-19-23	The Boeing Company	Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-11-07		Rolls-Royce plc	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36 engines
2019-11-08		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines
2019-11-09		Airbus SAS	Model A319-113 and -114 airplanes, and Model A320-211 and -212 airplanes
2019-12-01		CFM International S.A	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan engines
2019-12-05		CFM International S.A	CFM56-5B1, -5B2, -5B4, -5B5, -5B6, -5B7, -5B1/P, -5B2/P, -5B3/P, -5B4/P, -5B5/P, -5B6/P, -5B7/P, -5B8/P, -5B9/P, -5B3/P1, -5B4/P1, -5B1/2P, -5B2/2P, -5B3/2P, -5B4/2P, -5B6/2P, -5B9/2P, -5B3/2P1, -5B4/2P1, -7B20, -7B22, -7B24, -7B26, -7B27, -7B22/B1, -7B24/B1, -7B26/B1, -7B26/B2, -7B27/B1, -7B27/B3, -7B20/2, -7B22/2, -7B24/2, -7B26/2, -7B27/2, -7B27A model turbofan engines
Biweekly 2019-14			
2019-12-03		Bombardier, Inc.	Model CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) airplanes
2019-12-04	R 2018-19-18 A 2014-20-18	Airbus SAS	Model A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, and F4-622R airplanes
2019-12-07	R 2007-11-11 R 2018-01-11	Airbus SAS	Model A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, A320-211, -212, -214, -216, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2019-12-10	A 2017-06-06 A 2012-12-07	Fokker Services B.V	Model F28 Mark 0070 and 0100 airplanes
2019-12-13		The Boeing Company	Model 757-200, -200PF, -200CB, and -300 series airplanes
Biweekly 2019-15			
2019-10-02		Saab AB, Saab Aeronautics	Model SAAB 2000 airplanes
2019-12-02		Bombardier Inc.	Model BD-700-1A10 and BD-700-1A11 airplanes
2019-12-08		Bombardier, Inc.	Model CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2019-12-09		Rockwell Collins, Inc.	Flight Display System Application FDSA-6500
2019-12-11		Bombardier, Inc	Model CL-600-2B19 (Regional Jet Series 100 & 440)
2019-12-16		Airbus SAS	Model A350-941 airplanes
2019-12-17		Bombardier, Inc.	Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2019-13-02		The Boeing Company	Model 737-200, -200C, -300, -400, and -500 airplanes
Biweekly 2019-16			
2019-07-10		Northrop Grumman LITEF GmbH LCR-100	Attitude and Heading Reference System (AHRS) Note: This AD was included in Small AD Biweekly 2019-09, but was inadvertently left off the Large AD Biweekly.
2019-13-03		Trig Avionics Limited	Mode S transponders
2019-13-04		ATR-GIE Avions de Transport Régional	Model ATR72-101, -102, -201, -202, -211, -212, and -212A
2019-14-01		Rolls-Royce Deutschland Ltd & Co KG	TAY 650-15 and TAY 651-54 turbofan
2019-14-02		The Boeing Company	Model 737 series
2019-14-04		Airbus SAS	Model A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, and -271N,

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2019-14-05 2019-15-05		B/E Aerospace Fischer GmbH Rolls-Royce Deutschland Ltd & Co KG	A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, - 251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, - 272N, and -272NX airplanes Common Seats Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000- P3, Trent 1000-Q3 and Trent 1000-R3 engines
Biweekly 2019-17			
2019-14-06		Airbus SAS	A319-111, -112, -115, and -131 airplanes, and Airbus SAS Model A320-214 and -232 airplanes
2019-14-07		Airbus SAS	A320-251N and -271N airplanes; and Model A321-251N, - 253N, -271N, and -272N airplanes
2019-14-09		Airbus SAS	A330-223F and -243F
2019-14-10	R 2018-02-11	Airbus SAS	A330-223, -243, -301, -302, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313
2019-14-12		The Boeing Company	737-8 and 737-9
2019-14-13		The Boeing Company	Model 767-200, -300, -300F, and, -400ER series airplanes
2019-14-14		Airbus SAS	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2019-14-15	R 2017-25-12	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2019-15-01		Bombardier, Inc.	Model CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes
2019-15-03		328 Support Services GmbH	Model 328-100 airplanes
2019-15-04		Bombardier, Inc.	Model BD-100-1A10 airplanes
2019-15-06	R 2018-22-07	Engine Alliance	GP7270, GP7272, and GP7277 model turbofan
2019-15-07		The Boeing Company	Model 737-100, 737-200, 737-200C, 737-300, 737-400, and 737-500 series
2019-15-08	R2002-07-05	Airbus SAS	Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4- 103, and B4-203, A300 B4-601, B4-603, B4-620, and B4- 622, A300 B4-605R and B4-622R, A300 C4-605R Variant F, A300 F4-605R
2019-15-09		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2019-15-10		Safran Aerosystems	life jackets
2019-16-01		International Aero Engines AG	V2525-D5 and V2528-D5 model turbofan engines
2019-16-02		GE Honda Aero Engines	HF120 model turbofan engines
2019-16-04	R 2019-03-04	Engine Alliance	GP7270 and GP7277 model turbofan engines
Biweekly 2019-18			
2019-14-03	R 2016-07-12	Airbus SAS	A318-111, -112; Model A319-111, -112, -113, -114, -115; Model A320-211, -212, -214, -216; and Model A321-111, - 112, -211, -212, -213
2019-14-08	R 2016-07-22	Airbus SAS	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2019-15-02		Airbus SAS	A321-251N, A321-252N, A321-253N, A321-271N, A321- 272N, A321-251NX, A321-252NX, A321-253NX, A321- 271NX, and A321-272NX airplanes
2019-16-03		Airbus SAS	A350-941 and -1041 airplanes
2019-16-06		Airbus SAS	A320-251N and A320-271N
2019-16-11	R 2018-20-06	Airbus SAS	A300 F4-605R and F4-622R airplanes
2019-16-14	R 2018-25-01	Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000- CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan
2019-16-15		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan

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2019-17-01	R 2017-11-09	Learjet, Inc	Model 60 airplanes
Biweekly 2019-19			
2019-15-07	COR	The Boeing Company	737-100, 737-200, 737-200C, 737-300, 737-400, and 737-500 series
2019-16-05		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2019-16-09		Bombardier, Inc	DHC-8-400, -401, and -402 airplanes
2019-16-10		The Boeing Company	787-8 airplanes
2019-16-12	R 2005-20-01	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2019-17-03		Airbus SAS	A320-214 and -271N airplanes and Model A321-211 and -231 airplanes
2019-17-04	R 2019-06-09	Airbus SAS	A350-941 airplanes
2019-17-05		Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -21, A340-311, -312, and -313, A340-541 and -642 airplanes
2019-17-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2019-18-01		International Aero Engines AG	AG V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 model turbofan
Biweekly 2019-20			
2019-16-07	R 2016-12-09	Airbus SAS	A330-201, -202, -203, -223, and -243, A330-223F and -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -213, A340-311, -312, and -313 airplanes
2019-17-06		Fokker Services B.V	F28 Mark 0070 and 0100
2019-18-03		The Boeing Company	Model 737 series
2019-18-04	R 2005-17-14	Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2019-18-05		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2019-18-06		Airbus SAS	A318-112, -121, and -122; A319-111, -112, -115, -131, -132, and -133; A320-214, -216, -232, -233, -251N, and -271N; and A321-211, -212, -213, -231, -232, -251N, -253N, -271N, and -272N
2019-18-07	R 2015-17-14	Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-18-08	R 2019-16-04	Engine Alliance	GP7270 and GP7277 model turbofan
2019-18-09		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G
2019-19-03		Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL, ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and ERJ 190-200 STD, -200 LR, and -200 IGW, ERJ 190-100 ECJ
2019-19-04		Saab AB, Saab Aeronautics	SAAB 2000
2019-19-11		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

Biweekly 2019-21

2019-16-08	R 2018-22-13	Airbus SAS	Model A350-941 and -1041
2019-16-13		The Boeing Company	Model 777-200 and -300
2019-19-05		Airbus SAS	A350-941 and -1041 airplanes
2019-19-06		Airbus SAS	A330-202, -243, -243F, -302, -323, and -343 airplanes
2019-19-07		Airbus SAS	Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2019-19-09		Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2019-19-14		Airbus SAS	A350-941 and -1041 airplanes
2019-19-15		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, -233, -251N, and -271N airplanes, A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes.
2019-19-16	R 2019-05-09	Airbus SAS	Model A320-251N and -271N, A321-253N
2019-19-17	R 2000-03-20 R1	Airbus SAS	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R, A300 C4-605R Variant F airplanes
2019-20-02		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2019-20-07		The Boeing Company	787-8, 787-9, and 787-10 airplanes



2019-16-08 Airbus SAS: Amendment 39-19711; Docket No. FAA-2019-0193; Product Identifier 2018-NM-159-AD.

(a) Effective Date

This AD is effective November 5, 2019.

(b) Affected ADs

This AD replaces AD 2018-22-13, Amendment 39-19486 (83 FR 55617, November 7, 2018) (“AD 2018-22-13”).

(c) Applicability

This AD applies to Airbus SAS Model A350-941 and -1041 airplanes, certificated in any category, except those on which Airbus modifications 113758 and 113759 have been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a technical issue detected on the inboard aileron electrohydrostatic actuators that caused potential erroneous monitoring of those actuators. The FAA is issuing this AD to address possible in-flight loss of inboard aileron control, consequent increased fuel consumption due to the resulting drag, and reduced control or performance of the airplane if one engine is also inoperative.

(f) Compliance

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

(g) Retained Revision of Existing Airplane Flight Manual (AFM), With Revised Compliance Language and Corrected Temporary Revision (TR) Date

This paragraph restates the requirements of paragraph (g) of AD 2018-22-13, with revised compliance language and a corrected TR date. At the applicable time specified in paragraph (g)(1) or (2) of this AD, revise the Abnormal Procedures section of the existing AFM to include the information in Airbus A350 TR 113, Issue 1, dated August 17, 2018, which introduces updated procedures related to inboard aileron fault operations. This may be done by inserting a copy of Airbus A350 TR 113, Issue 1, dated August 17, 2018, into the existing AFM. When Airbus A350 TR 113, Issue 1, dated August 17, 2018, has been included in general revisions of the existing AFM, the

general revisions may be inserted into the existing AFM, provided the relevant information in the general revisions is identical to that in Airbus A350 TR 113, Issue 1, dated August 17, 2018, and the TR may be removed. Operate the airplane according to the procedures in Airbus A350 TR 113, Issue 1, dated August 17, 2018. In case any discrepancy is identified between procedures displayed on the electronic centralized aircraft monitoring (ECAM) and procedures stated in the applicable existing AFM, the existing AFM procedures prevail.

(1) For airplanes modified by Airbus modifications 113758 and 113760: Within 30 days after the effective date of this AD.

(2) For airplanes not identified in paragraph (g)(1) of this AD: Within 30 days after November 23, 2018 (the effective date of AD 2018-22-13).

(h) New Requirement of This AD: Modification

Within 6 months after the effective date of this AD, do the actions specified in paragraphs (h)(1) and (2) of this AD.

(1) Install the Airbus temporary quick change (ATQC) as specified in paragraph (h)(1)(i) or (ii) of this AD, as applicable.

(i) For airplanes with flight warning system (FWS) standard S4/2.0: Install ATQC standard V4 for FWS standard S4/2.0, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350-31-P028, dated September 17, 2018.

(ii) For airplanes with FWS standard S5/2.2: Install ATQC standard V4 for FWS standard S5/2.2, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350-31-P029, dated September 17, 2018. After installation of ATQC standard V4, ATQC standard V5 for FWS standard S5/2.2 may be installed, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350-31-P032, dated February 28, 2019.

(2) Activate ECAM temporary change code No. 27AF, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350-31-P030, dated September 17, 2018.

(i) Other FAA AD Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j)(2) of this AD. Information may be emailed to 9-ANM-116-AMOC-REQUESTS@faa.gov.

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

(ii) AMOCs approved previously for AD 2018-22-13 are approved as AMOCs for the corresponding provisions of this AD.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Airbus SAS'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.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0213R1, dated November 9, 2018, 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-2019-0193.

(2) For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218.

(k) Material Incorporated by Reference

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

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

(3) 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 A350-31-P028, dated September 17, 2018.

(ii) Airbus Service Bulletin A350-31-P029, dated September 17, 2018.

(iii) Airbus Service Bulletin A350-31-P030, dated September 17, 2018.

(iv) Airbus Service Bulletin A350-31-P032, dated February 28, 2019.

(v) Airbus A350 Temporary Revision (TR) 113, Issue 1, dated August 17, 2018.

(4) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email continued-airworthiness.a350@airbus.com; internet <http://www.airbus.com>.

(5) 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.

(6) 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, email fedreg.legal@nara.gov, or go to <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on August 9, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-21241 Filed 9-30-19; 8:45 am]



2019-16-13 The Boeing Company: Amendment 39-19716; Docket No. FAA-2018-0495; Product Identifier 2017-NM-089-AD.

(a) Effective Date

This AD is effective November 14, 2019.

(b) Affected ADs

This AD affects AD 2002-16-15, Amendment 39-12854 (67 FR 54333, August 22, 2002) (“AD 2002-16-15”) and AD 2014-11-01, Amendment 39-17851 (79 FR 31851, June 3, 2014) (“AD 2014-11-01”).

(c) Applicability

This AD applies to The Boeing Company Model 777-200 and -300 series airplanes, certificated in any category, as identified in Boeing Special Attention Service Bulletin 777-28-0082, Revision 2, dated May 31, 2019.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of unreliable performance of the water and fuel scavenge system; failure of the fuel scavenge function can cause trapped fuel, resulting in unavailable fuel reserves. We are issuing this AD to address loss of capability to scavenge fuel in the center fuel tank, which could lead to fuel exhaustion and subsequent power loss of all engines.

(f) Compliance

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

(g) Revision to Operating Limitations

Within 36 months after the effective date of this AD: Revise the operating limitations in the documents specified in paragraphs (g)(1) and (2) of this AD to include the text in figure 1 to paragraph (g) of this AD.

(1) “Fuel System–Loading” section of the “Certificate Limitations” section of the FAA-approved Boeing Model 777 Airplane Flight Manual.

(2) “Loading Limitations” section of the “Fuel Loading Procedures” section of the “Fuel Management” section of the FAA-approved Boeing Model 777 Weight and Balance Control and Loading Manual.

Figure 1 to paragraph (g) – Operating limitation

When center tank fuel is required for the mission, an additional 700 lbs. (320 kg) of reserve fuel must be added to the center tank fuel load.

(h) Optional Terminating Action to Paragraph (g) of This AD

Modifying the fuel tank fuel and water scavenge systems, modifying the fuel jettison system, making electrical changes in the main equipment center, modifying the wiring in the electrical load management system (ELMS) P110 and P210 panels, and installing new ELMS1 software, by doing all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 777-28-0082, Revision 2, dated May 31, 2019, is an optional terminating action to the requirements of paragraph (g) of this AD.

(i) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the service information specified in any of paragraphs (i)(1) through (4) of this AD.

(1) Boeing Special Attention Service Bulletin 777-28-0082, dated May 26, 2016.

(2) Boeing Special Attention Service Bulletin 777-28-0082, dated May 26, 2016, in conjunction with Boeing Information Notice 777-28-0082 IN 01, dated May 27, 2016; and Boeing Information Notice 777-28-0082 IN 02, dated October 11, 2016.

(3) Boeing Special Attention Service Bulletin 777-28-0082, Revision 1, dated May 1, 2017.

(4) Boeing Special Attention Service Bulletin 777-28-0082, Revision 1, dated May 1, 2017, in conjunction with Boeing Information Notice 777-28-0082 IN 03, dated May 25, 2017; Boeing Information Notice 777-28-0082 IN 04, dated December 19, 2017; and Boeing Information Notice 777-28-0082 IN 05, dated January 30, 2018.

(j) 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 ACO branch, send it to the attention of the person identified in paragraph (k)(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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO, FAA, 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 RC, the provisions of paragraphs (j)(4)(i) and (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.

(5) For airplanes in Groups 1 through 4, and 7 through 14, as defined in Boeing Special Attention Service Bulletin 777-28-0082, Revision 1, dated May 1, 2017: Accomplishment of the engine fuel feed system modification specified in paragraph (h) of this AD is acceptable for compliance with the routing requirements of fuel quantity indicating system wire bundle W8011 in the left side of the body center fuel tank specified in paragraph (a)(2) of AD 2002-16-15, provided all provisions of AD 2002-16-15 that are not specifically described in this paragraph are complied with accordingly.

(6) Accomplishment of the ELMS1 OPS software installation specified in paragraph (h) of this AD is acceptable for compliance with the ELMS OPS software requirement specified in paragraph (h)(5) of AD 2014-11-01, provided all provisions of AD 2014-11-01 that are not specifically described in this paragraph are complied with accordingly.

(k) Related Information

(1) For more information about this AD, contact Kevin Nguyen, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3555; email: kevin.nguyen@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 (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 the AD specifies otherwise.

(i) Boeing Special Attention Service Bulletin 777-28-0082, Revision 2, dated May 31, 2019.

(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, 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, email fedreg.legal@nara.gov, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on September 27, 2019.

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



2019-19-05 Airbus SAS: Amendment 39-19741; Docket No. FAA-2019-0401; Product Identifier 2019-NM-002-AD.

(a) Effective Date

This AD is effective November 13, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A350-941 and -1041 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of disconnections of certain hinge arms of the bulk cargo door (BCD) due to disbonding of the hinge arm bushes. The FAA is issuing this AD to address disconnected hinge arms, which, in a case of ditching, could result in the BCD opening inward and allowing water into the cargo hold, and consequent reduced flotation time.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2018-0243, dated November 8, 2018 (“EASA AD 2018-0243”). All provisions specified in EASA AD 2018-0243 apply in this AD.

Note 1 to paragraph (g): Instructions for re-identification of each affected BCD are provided in paragraph (2) of EASA AD 2018-0243. They can also be found in Airbus Service Bulletin A350-52-P015, Revision 01, dated November 12, 2018.

(h) Exceptions to EASA AD 2018-0243

- (1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2018-0243 refers to its effective date, this AD requires using the effective date of this AD.
- (2) The “Remarks” section of EASA AD 2018-0243 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

- (1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.
- (3) Required for Compliance (RC): For any service information referenced in EASA AD 2018-0243 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218.

(k) Material Incorporated by Reference

- (1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.
- (2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.
 - (i) European Aviation Safety Agency (EASA) AD 2018-0243, dated November 8, 2018.
 - (ii) [Reserved]
- (3) For EASA AD 2018-0243, contact the EASA, at Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.
- (4) You may view this EASA AD 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. EASA AD 2018-0243 may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0401.

(5) You may view this material 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 Des Moines, Washington, on September 19, 2019.

Suzanne Masterson,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2019-19-06 Airbus SAS: Amendment 39-19742; Docket No. FAA-2019-0498; Product Identifier 2019-NM-073-AD.

(a) Effective Date

This AD is effective November 5, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A330-202, -243, -243F, -302, -323, and -343 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0093, dated April 26, 2019 (“EASA AD 2019-0093”).

(d) Subject

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

(e) Reason

This AD was prompted by a report that cracks have been found within the ring gears of the slat geared rotary actuators (SGRAs) due to a change in the manufacturing process and inadequate post-production non-destructive testing for potential cracking. The FAA is issuing this AD to address cracking of an SGRA, which, in combination with an independent failure on the second SGRA of the same slat surface, could lead to an uncontrolled movement of the affected slat surface in flight, or detachment of the slat surface, and could possibly result in damage to the stabilizers and reduced controllability of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0093. All provisions specified in EASA AD 2019-0093 apply in this AD.

(h) Exceptions to EASA AD 2019-0093

- (1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2019-0093 refers to its effective date, this AD requires using the effective date of this AD.
- (2) The “Remarks” section of EASA AD 2019-0093 does not apply to this AD.

(i) No Reporting Requirement

Although EASA AD 2019-0093 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 (k) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0093 that contains RC procedures and tests: Except as required by paragraph (j)(2) of this AD, RC 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.

(k) Related Information

For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax: 206-231-3229.

(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) European Union Aviation Safety Agency (EASA) AD 2019-0093, dated April 26, 2019.
- (ii) [Reserved]

(3) For information about EASA AD 2019-0093, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material 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. This material may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0498.

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

Issued in Des Moines, Washington, on September 19, 2019.

Suzanne Masterson,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-21238 Filed 9-30-19; 8:45 am]



2019-19-07 Airbus SAS: Amendment 39-19743; Docket No. FAA-2019-0482; Product Identifier 2019-NM-066-AD.

(a) Effective Date

This AD is effective November 5, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all the Airbus SAS airplanes identified in paragraphs (c)(1) through (6) of this AD, certificated in any category.

- (1) Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes.
- (2) Model A300 B4-601, B4-603, B4-620, and B4-622 airplanes.
- (3) Model A300 B4-605R and B4-622R airplanes.
- (4) Model A300 F4-605R and F4-622R airplanes.
- (5) Model A300 C4-605R Variant F airplanes.
- (6) Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report indicating that the trimmable horizontal stabilizer (THS) actuator ball nut trunnion lower attachment was missing the THS actuator right-hand spherical bearings and retaining parts (bolt, tab washer, and end cap). The FAA is issuing this AD to address missing THS actuator right-hand spherical bearings and retaining parts from the THS actuator ball nut trunnion lower attachment, which could lead to THS actuator failure, possibly resulting in loss of control of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency

(EASA) AD 2019-0078, dated March 29, 2019 (“EASA AD 2019-0078”). All provisions specified in EASA AD 2019-0078 apply in this AD.

(h) Exceptions to EASA AD 2019-0078

(1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2019-0078 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0078 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0078 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3225.

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0078, dated March 29, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0078, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet

www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material 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. This material may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0482.

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

Issued in Des Moines, Washington, on September 19, 2019.

Suzanne Masterson,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-21237 Filed 9-30-19; 8:45 am]



2019-19-09 Airbus SAS: Amendment 39-19745; Docket No. FAA-2019-0318; Product Identifier 2019-NM-015-AD.

(a) Effective Date

This AD is effective November 5, 2019.

(b) Affected ADs

None.

(c) Applicability

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

- (1) Airbus SAS Model A330-223F and -243F airplanes.
- (2) Airbus SAS Model A330-201, -202, -203, -223, and -243 airplanes.
- (3) Airbus SAS Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by an analysis conducted on Airbus SAS Model A330-200 Freighter, -200, and -300 series airplanes that identified structural areas that are susceptible to widespread fatigue damage (WFD). The FAA is issuing this AD to address this condition, which could lead to crack initiation and undetected propagation, reducing the structural integrity of the airplane, possibly resulting in rapid depressurization and consequent injury to occupants.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2018-0276R1, dated January 11, 2019; corrected January 15, 2019 (“EASA AD 2018-0276R1”).

(h) Exceptions to EASA AD 2018-0276R1

- (1) The “Remarks” section of EASA AD 2018-0276R1 does not apply to this AD.

(2) Where paragraph (1) of EASA AD 2018-0276R1 specifies to modify the airplane in accordance with each applicable service bulletin as specified in Appendix 1 of EASA AD 2018-0276R1, this AD also requires the accomplishment of all applicable related investigative and corrective actions before further flight in accordance with each applicable service bulletin as specified in Appendix 1 of EASA AD 2018-0276R1.

(3) For airplanes already modified before the threshold specified in Table 2 of Appendix 1 of EASA AD 2018-0276R1 is reached, within 6 months after the effective date of this AD, obtain instructions for additional maintenance tasks (e.g., modifications/inspections) from the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus SAS's EASA Design Organization Approval (DOA); and accomplish those tasks within the compliance time specified therein. If approved by the DOA, the approval must include the DOA-authorized signature.

(i) No Reporting Requirement

Although certain service information referenced in EASA AD 2018-0276R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 (k)(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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2018-0276R1 that contains RC procedures and tests: Except as required by paragraphs (h)(3) and (j)(2) of this AD, RC 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.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2018-0276R1, dated January 11, 2019; corrected January 15, 2019, 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-2019-0318.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3229.

(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 this AD specifies otherwise.

(i) European Aviation Safety Agency (EASA) AD 2018-0276R1, dated January 11, 2019; corrected January 15, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2018-0276R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu.

(4) You may view this material 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 material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on September 19, 2019.

Suzanne Masterson,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-21240 Filed 9-30-19; 8:45 am]



2019-19-14 Airbus SAS: Amendment 39-19750; Docket No. FAA-2019-0194; Product Identifier 2019-NM-009-AD.

(a) Effective Date

This AD is effective November 14, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A350-941 and -1041 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracks within the ring gears of a slat geared rotary actuator (SGRA), resulting from a change in the raw material manufacturing process. The FAA is issuing this AD to address cracking of SGRA ring gears. This condition, if not detected and corrected, could, in combination with an independent failure on the second SGRA of the same slat surface, lead to detachment of the slat surface, possibly resulting in reduced control of the airplane and injury to persons on the ground.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Aviation Safety Agency (EASA) AD 2019-0020, dated January 31, 2019 (“EASA AD 2019-0020”).

(h) Exceptions to EASA AD 2019-0020

- (1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2019-0020 refers to its effective date, this AD requires using the effective date of this AD.
- (2) The “Remarks” section of EASA AD 2019-0020 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0020 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218.

(k) Material Incorporated by Reference

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

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

(i) European Aviation Safety Agency (EASA) AD 2019-0020, dated January 31, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0020, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material 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. EASA AD 2019-0020 may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0194.

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

Issued in Des Moines, Washington, on September 23, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2019-19-15 Airbus SAS: Amendment 39-19751; Docket No. FAA-2019-0497; Product Identifier 2019-NM-052-AD.

(a) Effective Date

This AD is effective November 14, 2019.

(b) Affected ADs

This AD affects AD 2018-17-19, Amendment 39-19373 (83 FR 44460, August 31, 2018) (“AD 2018-17-19”).

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before November 30, 2018.

- (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, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address 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) Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitations (SL-ALI), Revision 06, Issue 02, dated November 30, 2018. The initial compliance time for doing the tasks is at the time specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitations (SL-ALI), Revision 06, Issue 02, dated November 30, 2018, or within 90 days after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions, Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative life limits may be used unless approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(i) Terminating Action for AD 2018-17-19

Accomplishing the actions required by this AD terminates all requirements of AD 2018-17-19.

(j) 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 (k)(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 Union Aviation Safety Agency (EASA); or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2019-0056, dated March 19, 2019; 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-2019-0497.

(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.

(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) Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitations (SL-ALI), Revision 06, Issue 02, dated November 30, 2018.

(ii) [Reserved]

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

(4) You may view this service information at the FAA, Transport Standards Branch, 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 Des Moines, Washington, on September 23, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-22153 Filed 10-9-19; 8:45 am]



2019-19-16 Airbus SAS: Amendment 39-19752; Docket No. FAA-2019-0495; Product Identifier 2019-NM-029-AD.

(a) Effective Date

This AD is effective November 13, 2019.

(b) Affected ADs

This AD replaces AD 2019-05-09, Amendment 39-19591 (84 FR 10259, March 20, 2019) (“AD 2019-05-09”).

(c) Applicability

This AD applies to Airbus SAS Model A320-251N and -271N airplanes, and Model A321-253N airplanes, certificated in any category, as identified in European Aviation Safety Agency (EASA) AD 2019-0035, dated February 15, 2019 (“EASA AD 2019-0035”).

(d) Subject

Air Transport Association (ATA) of America Code 92, Electrical system installation.

(e) Reason

This AD was prompted by reports of low clearance between the electrical harness and nearby hydraulic pipes in the inboard trailing edge of the wing. The FAA is issuing this AD to address this condition, which, if not detected and corrected, could lead to chafing of electrical harnesses in the vicinity of hydraulic pipes and could result in a potential source of ignition in the flammable fluid leakage zone, and possibly result in a fire or explosion and loss of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0035.

(h) Exceptions to EASA AD 2019-0035

(1) For purposes of determining compliance with the requirements of this AD: Where paragraphs (1) and (3) of EASA AD

2019-0035 refer to its effective date, this AD requires using April 4, 2019 (the effective date of AD 2019-05-09).

(2) For purposes of determining compliance with the requirements of this AD: Where paragraph (4) of EASA AD 2019-0035 refers to its effective date, this AD requires using the effective date of this AD.

(3) The “Remarks” section of EASA AD 2019-0035 does not apply to this AD.

(i) No Reporting Requirement

Although certain service information referenced in EASA AD 2019-0035 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) 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 (k) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0035 that contains RC procedures and tests: Except as required by paragraph (j)(2) of this AD, RC 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.

(k) Related Information

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.

(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.

(3) The following service information was approved for IBR on April 4, 2019 (84 FR 10259, March 20, 2019).

(i) European Union Aviation Safety Agency (EASA) AD 2019-0035, dated February 15, 2019.

(ii) [Reserved]

(4) For information about EASA AD 2019-0035, contact the EASA, at Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(5) You may view this material 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. This material may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0495.

(6) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on September 23, 2019.

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



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

2019-19-17 Airbus SAS: Amendment 39-19753; Docket No. FAA-2019-0441; Product Identifier 2019-NM-036-AD.

(a) Effective Date

This AD is effective November 14, 2019.

(b) Affected ADs

This AD replaces AD 2000-03-20 R1, Amendment 39-12298 (66 FR 34530, June 29, 2001) (“AD 2000-03-20 R1”).

(c) Applicability

This AD applies to Airbus SAS airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0044, dated March 7, 2019 (“EASA AD 2019-0044”).

- (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 airplanes.
- (4) Model A300 C4-605R Variant F airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking due to fatigue-related stress in the radius of frame 40, adjacent to the tension bolts at the center/outer wing junction. The FAA is issuing this AD to address fatigue cracking on the forward fittings in the radius of frame 40, adjacent to the tension bolts in the center section of the wings, which could result in reduced structural integrity of the wings.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0044.

(h) Exceptions to EASA AD 2019-0044

(1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2019-0044 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0044 does not apply to this AD.

(3) Paragraph (5) of EASA AD 2019-0044 specifies to report all inspection results to Airbus. For this AD, report all inspection results to Airbus Service Bulletin Reporting Online Application on Airbus World (<https://w3.airbus.com/>) at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(4) For Model A300 B4-622 and A300 C4-605R Variant F airplanes: The initial compliance time for the inspections required by EASA AD 2019-0044 is at the applicable time specified in EASA AD 2019-0044, or within 12 months after the effective date of this AD, whichever occurs later.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): For any service information referenced in EASA AD 2019-0044 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC 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.

(4) Paperwork Reduction Act Burden Statement: A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(j) Related Information

For more information about this AD, contact Dan Rodina, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3225.

(k) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on November 14, 2019.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0044, dated March 7, 2019.

(ii) [Reserved]

(4) For information about EASA AD 2019-0044, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(5) You may view this material 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. This material may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0441.

(6) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on September 24, 2019.

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



2019-20-02 The Boeing Company: Amendment 39-19755; Docket No. FAA-2019-0711; Product Identifier 2019-NM-167-AD.

(a) Effective Date

This AD is effective October 3, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracking discovered in the left and right hand side outboard chords of the station (STA) 663.75 frame fittings and failsafe straps adjacent to the stringer S-18A straps. The FAA is issuing this AD to address cracking in the STA 663.75 frame fitting outboard chords and failsafe straps adjacent to the stringer S-18A straps, which could result in failure of a Principal Structural Element (PSE) to sustain limit load. This condition could adversely affect the structural integrity of the airplane and result in loss of control of the airplane.

(f) Compliance

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

(g) Inspection and Corrective Action

At the earlier of the times specified in paragraphs (g)(1) and (2) of this AD: Do a detailed inspection for cracking of the left and right hand side outboard chords of the STA 663.75 frame fittings and failsafe straps adjacent to the stringer S-18A straps, in accordance with Boeing Multi-Operator Message MOM-MOM-19-0536-01B, dated September 30, 2019. If any crack is found, repair before further flight using a method approved in accordance with the procedures specified in paragraph (k) of this AD. Repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles.

(1) Prior to the accumulation of 30,000 total flight cycles, or within 7 days after the effective date of this AD, whichever occurs later.

(2) Prior to the accumulation of 22,600 total flight cycles, or within 1,000 flight cycles after the effective date of this AD, whichever occurs later.

(h) Report

At the applicable time specified in paragraph (h)(1) or (2) of this AD, submit a report of all findings, positive and negative, of the initial inspection required by paragraph (g) of this AD. Submit the report in accordance with Boeing Multi-Operator Message MOM-MOM-19-0536-01B, dated September 30, 2019.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 3 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 3 days after the effective date of this AD.

(i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the airplane can be repaired if any crack is found, provided the Manager, Seattle ACO Branch, FAA, concurs with issuance of the special flight permit. Send requests for concurrence by email to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(j) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(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) 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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, 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.

(l) Related Information

For more information about this AD, contact Greg Rutar, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3529; email: Greg.Rutar@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Boeing Multi-Operator Message MOM-MOM-19-0536-01B, dated September 30, 2019.

(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, 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, email fedreg.legal@nara.gov, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on September 30, 2019.

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



2019-20-07 The Boeing Company: Amendment 39-19760; Docket No. FAA-2019-0715; Product Identifier 2019-NM-151-AD.

(a) Effective Date

This AD is effective October 11, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 787-8, 787-9, and 787-10 airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a determination that the leading edge (LE) outboard (OB) slat system could be out of position without flight deck annunciation. The FAA is issuing this AD to address a potential condition in which the LE OB slat system could be out of position without flight deck annunciation. This condition, if not addressed, could result in insufficient lift, resulting in inability to maintain continued safe flight and landing.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787-81205-SB270051-00, Issue 001, dated July 5, 2019, which is referred to in Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019.

(h) Exception to Service Information Specifications

For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019, uses the phrase “the Issue 001 date of Requirements Bulletin B787-81205-SB270051-00 RB,” this AD requires using “the effective date of this AD.”

(i) Airplane Flight Manual (AFM) Revision To Prohibit Flap Retraction Under Icing Conditions

Within 60 days after the effective date of this AD, revise the Limitations Section of the existing AFM to include the information in figure 1 to paragraph (i) of this AD. This may be done by inserting a copy of figure 1 to paragraph (i) of this AD into the Limitations Section of the existing AFM.

Figure 1 to paragraph (i): *AFM revision*

<p>Flap Operation After Landing (Required by AD 2019-20-07)</p> <p>In order to prevent failure of the slat drive system after landing, flaps must not be retracted if:</p> <ul style="list-style-type: none"> • Operating on the ground with ice, snow, slush, or standing water in icing conditions, or; • An accumulation of airframe ice is observed or suspected. <p>Under circumstances where the flight crew deems it necessary to retract the flaps for safety reasons, they must notify maintenance via an approved means.</p>
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(j) Maintenance or Inspection Program Revision To Incorporate a New Operation Check

Within 60 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in figure 2 to paragraph (j) of this AD. This may be done by inserting a copy of figure 2 to paragraph (j) of this AD into the existing maintenance or inspection program.

Figure 2 to paragraph (j): Maintenance or inspection program revision**1. Cold Weather Maintenance Procedure – Handling****A. General**

- (3) After an airplane lands in icing conditions, do the OPERATION CHECKS - SLAT/FLAP INSPECTION in this task before retracting the slats/flaps.

NOTE: Icing conditions exist when OAT (on the ground) or TAT (in-flight only) is 50°F (10°C) or below, and any of the following exist:

- When visible moisture (clouds, fog with visibility of one statute mile (1600 m) or less, rain, snow, sleet, ice crystals, and so on) is present.
- When ice, snow, slush or standing water is present on the taxiways, or runways.

- (a) Do this inspection to make sure that contaminants (ice, snow, slush) are not present which can either obstruct retraction of the LE slats or TE flaps, or freeze the slats to the fixed leading edge after retraction.

- (b) The type and area of inspection is as follows:

- 1) Do an examination of the entire leading edge slats and trailing edge flaps areas.

G. Operation Checks**(1) SLAT/FLAP INSPECTION**

After any landing in icing conditions, do this inspection with the slats/flaps (flaps 25 detent) fully extended (Figure 2):

WARNING: MAKE SURE THAT YOU USE THE NECESSARY PRECAUTIONS IF PERSONNEL ARE NEAR THE FLIGHT CONTROL SURFACES. THE FLIGHT CONTROL SURFACES CAN MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.

- (a) Examine these areas for contaminants (ice, snow, slush):

- 1) Slats/flaps surfaces
- 2) Leading edge contact surfaces

NOTE: “Contact surfaces” refers to the areas of the slat and the fixed wing that will be in contact after slat retraction.
- 3) Slat actuation areas, including exposed areas of the slat track cavity, and slat cove
- 4) Flap tracks, hinges, seals

- (b) Remove the contamination that you find.

Figure 2 to paragraph (j): *Maintenance or inspection program revision continued*

- (c) Confirm a contaminant-free condition in these areas immediately prior to retraction of the slats/flaps surfaces.
- 1) Slats/flaps surfaces
 - 2) Leading edge contact surfaces
NOTE: “Contact surfaces” refers to the areas of the slat and the fixed wing that will be in contact after slat retraction.
 - 3) Slat actuation areas, including exposed areas of the slat track cavity, and slat cove
 - 4) Flap tracks, hinges, seals
- (d) When the inspection is complete, do these steps:
- NOTE:** These steps make sure that the leading edge slat system is functional.
- NOTE:** Two persons are necessary to do these steps. One person will move the flap control lever in the flight compartment, and the other will confirm slat position from the ground.
- 1) Do not use Alternate mode to operate the surfaces.
NOTE: The Alternate mode only allows extension of slats to the Middle (sealed) position and not to the Extended (gapped) position.
- WARNING: MAKE SURE THAT YOU USE THE NECESSARY PRECAUTIONS IF PERSONNEL ARE NEAR THE FLIGHT CONTROL SURFACES. THE FLIGHT CONTROL SURFACES CAN MOVE QUICKLY. THIS CAN CAUSE INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT.**
- 2) Retract the leading edge slats to the full up position (Flaps UP detent).
 - a) Make sure that you visually confirm from the ground that the slats have retracted to the Retracted (up) position.
 - 3) Extend the leading edge slats to the full extend position (Flaps 25 detent).
 - a) Make sure that you visually confirm from the ground that the slats have extended to the Extended (gapped) position.
 - 4) Retract the leading edge slats to the full up position (Flaps UP detent).
 - a) Make sure that you visually confirm from the ground that the slats have retracted to the Retracted (up) position.
- (e) When all of the above steps are completed, the OPERATION CHECKS - SLAT/FLAP INSPECTION is complete.

Figure 2 to paragraph (j): Maintenance or inspection program revision continued

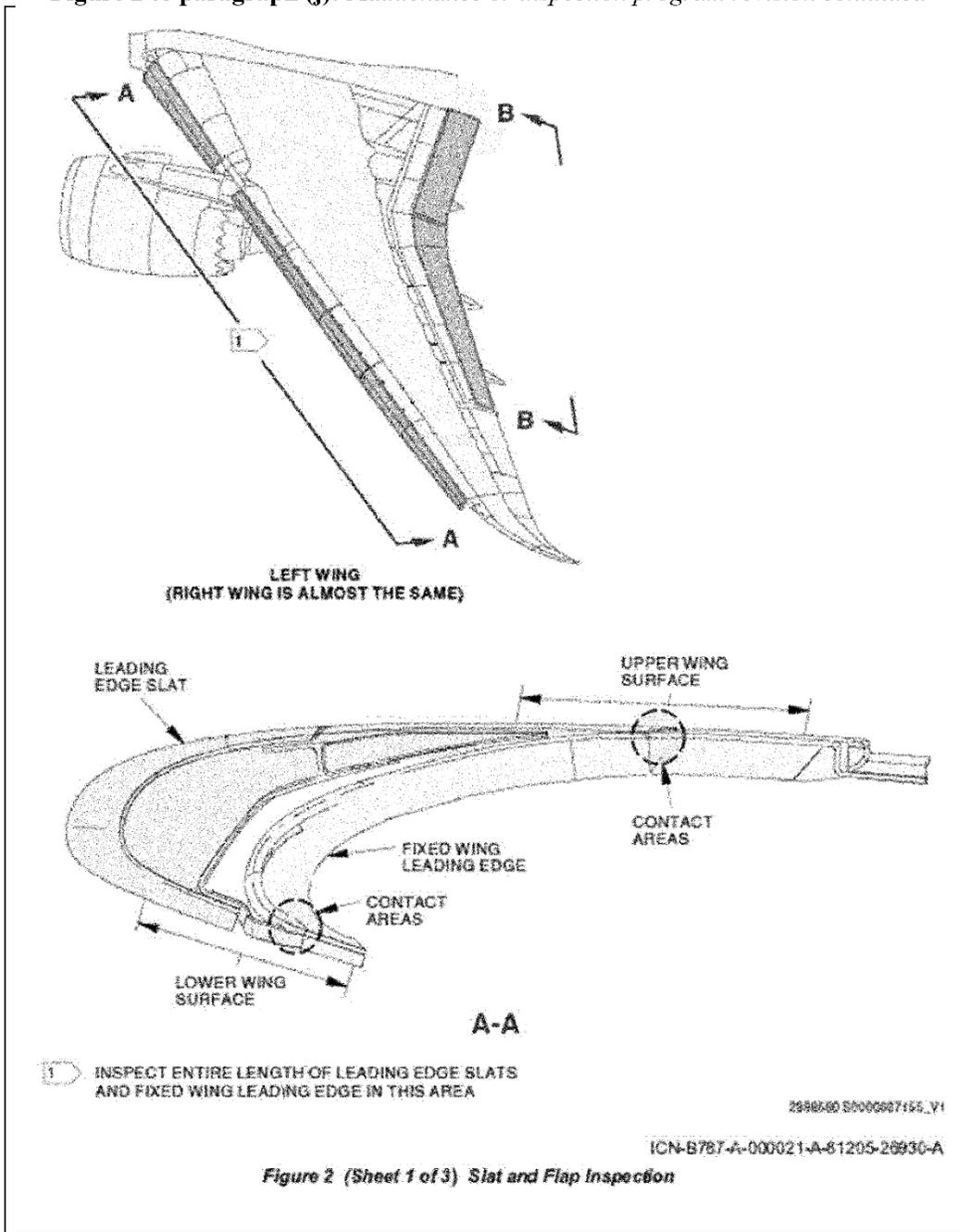


Figure 2 (Sheet 1 of 3) Slat and Flap Inspection

Figure 2 to paragraph (j): *Maintenance or inspection program revision continued*

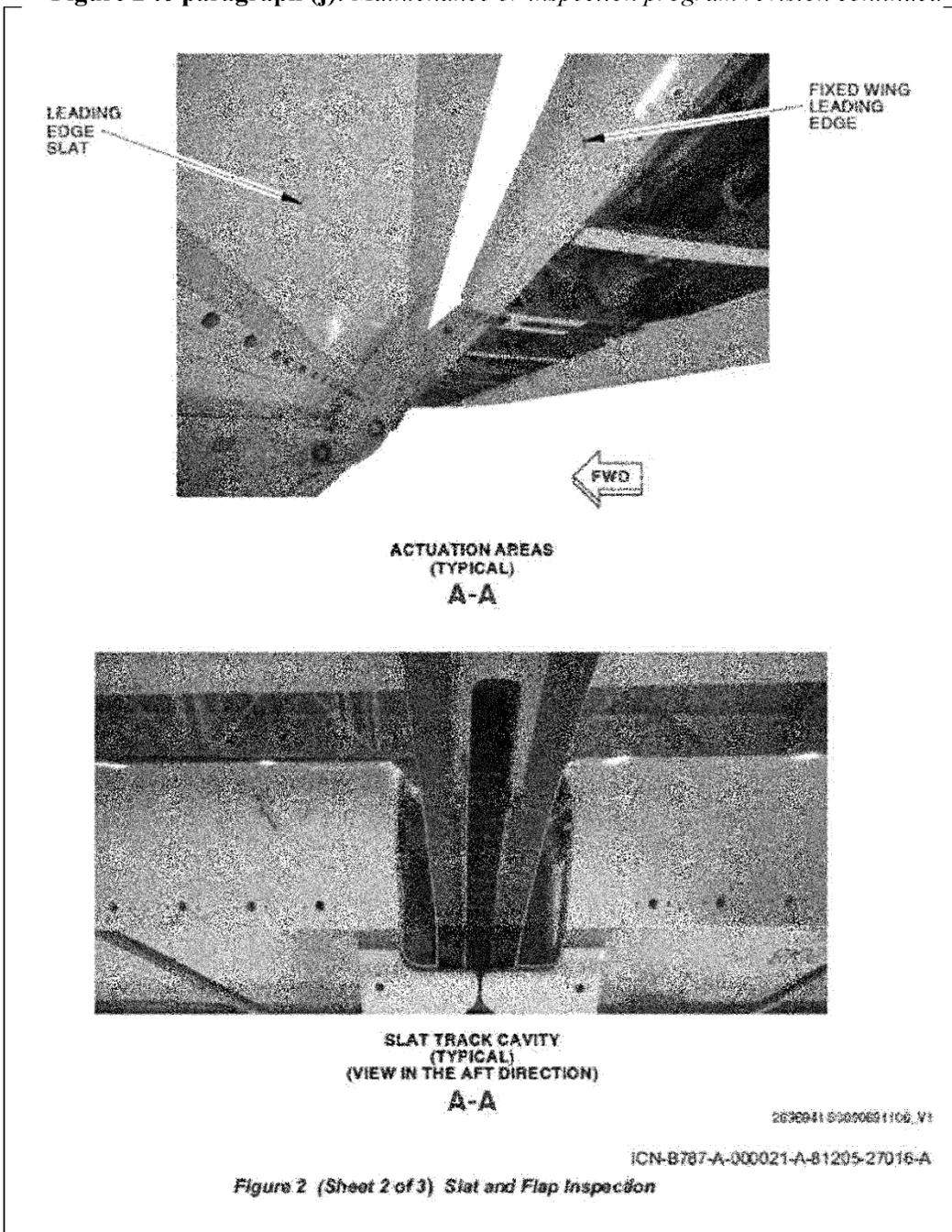


Figure 2 to paragraph (j): *Maintenance or inspection program revision continued*

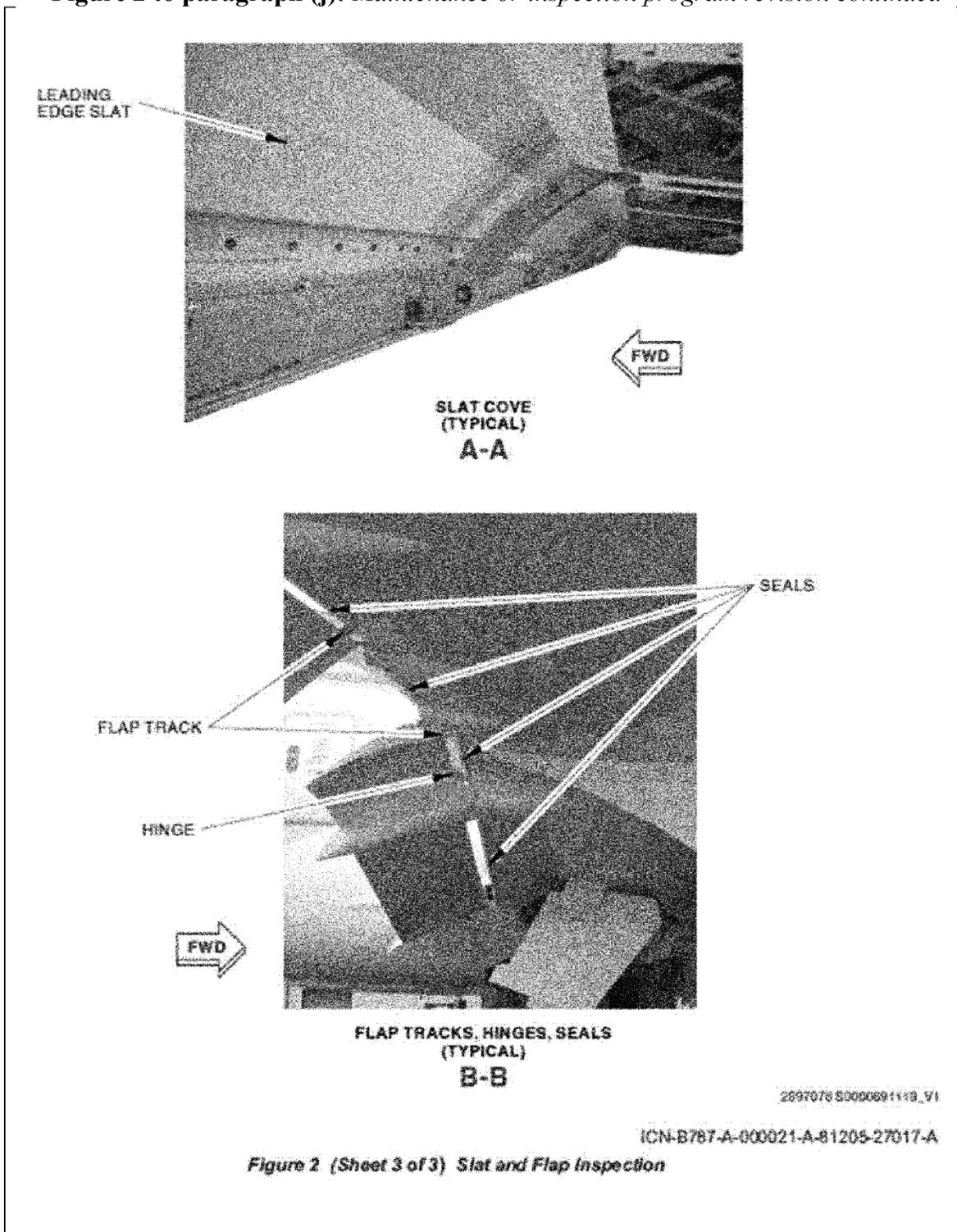


Figure 2 (Sheet 3 of 3) Slat and Flap Inspection

(k) No Alternative Actions or Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (j) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (l) of this AD.

(l) 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 (m) 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 Company Organization Designation Authorization (ODA) that has been authorized by the Manager, Seattle ACO Branch, FAA, 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.

(m) Related Information

For more information about this AD, contact Kelly McGuckin, Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3546; email: Kelly.McGuckin@faa.gov.

(n) Material Incorporated by Reference

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

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

(i) Boeing Alert Requirements Bulletin B787-81205-SB270051-00 RB, Issue 001, dated July 5, 2019.

(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, 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, email fedreg.legal@nara.gov, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on October 7, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.