FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2018-18

8/20/2018 - 9/2/2018

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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E – Emergency; COR – Correction; S – Supersedes; R – Replaces, A – Affects

Biweekly 2018-01

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

Biweekly 2018-02

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

Biweekly 2018-03

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

Biweekly 2018-04

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

LARGE AIRCRAFT

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Biweekly 2018-05

2017-06-06	R 2012-22-15	Fokker Services B.V.	F28 Mark 0070 and Mark 0100 airplanes
2018-04-03		Fokker Services B.V.	F28 Mark 0100 airplanes
2018-04-04		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-04-05		Airbus	A319-112, A319-115, A320-214, A320-232, and A321-211 airplanes
2018-04-06	R 2012-12-05	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-04-07		The Boeing Company	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series airplanes
2018-04-08		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes

Biweekly 2018-06

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

Biweekly 2018-07

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

Biweekly 2018-08

2018-07-05		General Electric Company	CF6-80A, -80A1, -80A2, and -80A3 turbofan engines
2018-07-06		The Boeing Company	747-8 series airplanes
2018-07-07		Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES D, E, F, and G; MYSTERE-FALCON 20-C5, 20-D5, 20-E5, and 20-F5 airplanes
2018-07-09		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-07-10		Embraer S.A.	EMB-500 and EMB-505 airplanes
2018-07-11		Fokker Services B.V.	F28 Mark 0100 airplanes
2018-07-12		Airbus	A350-941 airplanes

Biweekly 2018-09

2018-07-18	R 2015-19-12	The Boeing Company	767-200, -300, -300F, and -400ER series airplanes
2018-07-19		The Boeing Company	787-8 and 787-9 airplanes
2018-07-20	R 2014-03-07	The Boeing Company	MD-11 and MD-11F airplanes
2018-07-21	R 2005-12-16	Fokker Services B.V.	F28 Mark 0100 airplanes
2018-08-02		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 turbofan engines
2018-08-03		The Boeing Company	787-8 and 787-9 airplanes
2018-09-05		The Boeing Company	787-8 and 787-9 airplanes
2018-09-51		CFM International S.A.	CFM56-7B engines

Biweekly 2018-10

2018-09-01		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-09-02	R 99-23-16	Airbus	A330 and A340 airplanes
2018-09-03	R 2009-11-08	Airbus	A330-202, -223, -243, -301, -322, and -342 airplanes
2018-09-04		Gulfstream Aerospace Corporation	G-IV, GIV-X airplanes

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2018-09-07		Rolls-Royce plc	Viper Mk. 601-22 engines
2018-09-08		The Boeing Company	737-200, -300, -400, and -500 series airplanes
2018-09-09		Airbus	A318, A319, A320, and A321 airplanes
2018-09-10		CFM International S.A.	CFM56-7B engines
2018-09-11		Airbus	A330 and A340 airplanes
2018-09-15	R 2016-25-18	Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2018-09-16	R 2015-15-13	Airbus	A319, A320, and A321 airplanes
2018-10-02		The Boeing Company	787-8 airplanes
Biweekly 2018-11			
2018-09-09	Republication	Airbus	A318, A319, A320, and A321 airplanes
2018-09-12		The Boeing Company	747-200B, 747-300, and 747-400 series airplanes
2018-09-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-09-14	R 2016-11-02	Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, and -2E25 airplanes
2018-09-17		Bombardier, Inc.	CL-600-1A11, -2A12, and -2B16 airplanes
2018-09-51		CFM International S.A.	CFM56-7B engines
2018-10-05	R 2016-23-01	Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2018-10-08	R 2016-09-05	The Boeing Company	717-200 airplanes
2018-10-11	R 2018-09-10	CFM International S.A.	CFM56-7B engines
2018-10-12		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-11-02		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	188A and 188C airplanes; and P3A, P-3A, and P3B airplanes
Biweekly 2018-12			
2018-11-04		Aircraft Industries a.s.	L 410 UVP-E20 and L 410 UVP-E20 CARGO airplanes
2018-11-06		Airbus	A310-203, -221, -222, -304, -322, -324, and -325 airplanes
2018-11-07		Saab AB, Saab Aeronautics	SAAB 2000 airplanes
2018-11-08		The Boeing Company	767-200 and -300 series airplanes
2018-11-09	R 2014-02-01	Bombardier, Inc.	CL-600-2C10, -2D15, -2D24 airplanes
2018-11-10	R 2017-01-07	Dassault Aviation	FAN JET FALCON, FAN JET FALCON SERIES C, D, E, F, and G; MYSTERE-FALCON 200, 20-C5, 20-D5, 20-E5, 20-F5, and 50 airplanes
2018-11-11		Airbus	A350-941 airplanes
2018-11-12		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-11-13		The Boeing Company	787-8 airplanes
2018-11-14		The Boeing Company	767-300 and -300F series airplanes
2018-11-15		Airbus	A320-271N; A321-271N, -271NX, -272N and -272NX airplanes
2018-12-02		Airbus	A318, A319, A320, A321 airplanes
2018-12-04		The Boeing Company	777-300ER series airplanes
2018-12-05		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
Biweekly 2018-13			
2016-19-13	COR	Dassault Aviation	See AD; FALCON 2000 was originally missing from the applicability table in AD Biweekly 2016-22.
2018-09-04	COR	Gulfstream Aerospace Corporation	G-IV, GIV-X airplanes
2018-11-16		Engine Alliance	GP7270, GP7272, and GP7277 model turbofan engines
2018-12-06		The Boeing Company	787-8 and 787-9 airplanes
2018-12-07	R 2015-24-06	Gulfstream Aerospace Corporation	GVI airplanes
2018-13-02		Pratt & Whitney Division	PW4052, PW4056, PW4060, PW4062, PW4062A, PW4152, PW4156A, PW4158, PW4460, and PW4462 turbofan engine models
2018-13-04		Bombardier, Inc.	BD-100-1A10 airplanes
Biweekly 2018-14			
2018-13-03		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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Biweekly 2018-15

2018-12-08	R 2017-07-07	Airbus	A330-201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343; A340-212, -213, -312, and -313 airplanes
2018-13-06		The Boeing Company	767-300 and -300F series airplanes
2018-13-08	R 2016-01-11	Airbus	A318, A319, A320, A321 airplanes
2018-14-02		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2018-14-03		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-14-04		Airbus	A330, A340 airplanes
2018-14-05		Bombardier, Inc.	BD-100-1A10 airplanes
2018-14-08	A 2016-11-03	The Boeing Company	777-200LR series airplanes
2018-14-09		Airbus	A318, A319, A320, A321 airplanes
2018-14-11		ATR-GIE Avions de Transport Régional	ATR72-101, -102, -201, -202, -211, -212, and -212A airplanes

Biweekly 2018-16

2018-07-04		The Boeing Company	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, and MD-90-30 airplanes
2018-13-07		Rolls-Royce plc	Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan engines
2018-14-12		General Electric Company	GEnx-1B64, -1B64/P1, -1B64/P2, -1B67, -1B67/P1, -1B67/P2, -1B70, -1B70/75/P1, -1B70/75/P2, -1B70/P1, -1B70/P2, -1B70C/P1, -1B70C/P2, -1B74/75/P1, and -1B74/75/P2 engines
2018-15-01		Rolls-Royce plc	Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, Trent 1000-H, Trent 1000-A2, Trent 1000-C2, Trent 1000-D2, Trent 1000-E2, Trent 1000-G2, Trent 1000-H2, Trent 1000-J2, Trent 1000-K2, and Trent 1000-L2 engines
2018-15-03		The Boeing Company	787 series airplanes
2018-15-05		Airbus SAS	A319-115, -132, and -133 airplanes; and Model A320-214, -216, -232, -233, -251N, and -271N airplanes
2018-16-05		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
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, -1B70/72/P1, -1B70/75/P1, -1B74/75/P1, -1B75/P1, -1B70C/P2, -1B70/72/P2, -1B70/75/P2, -1B74/75/P2, -1B75/P2, -1B76/P2, -1B76A/P2, -1B78/P2, -2B67, -2B67B, and -2B67/P turbofan engines

Biweekly 2018-17

2018-16-02		Airbus SAS	A318, A319, A320, and A321 airplanes
2018-16-03		Airbus SAS	A319-133 and A321-232 airplanes
2018-16-04		Airbus SAS	A318, A319, A320, and A321 airplanes
2018-16-06		The Boeing Company	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, 747SP, and 747SR series; 747-8 airplanes
2018-16-12		Airbus	A319, A320, and A321 airplanes
2018-17-02		Bombardier, Inc.	CL-600-1A11, -2A12, -2B16 airplanes
2018-17-03		The Boeing Company	787-8 and 787-9 airplanes
2018-17-04		Roll-Royce Corporation	AE 2100D2A, AE 2100D3 turboprop engines; AE 3007A2 turbofan engines
2018-17-05		Airbus SAS	A350-941 and -1041 airplanes
2018-17-06		Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2018-17-07	R 2017-24-01	ATR–GIE Avions de Transport Régional	ATR42-500 and ATR72-212A airplanes

Biweekly 2018-18

2018-14-10	R 2017-12-03	Pratt & Whitney Division	PW2037, PW2037M, and PW2040 turbofan engines
2018-15-04		General Electric Company	CF6-80 series engines
2018-16-10		GE Aviation Czech s.r.o.	H80-200 turboprop engines
2018-17-09		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2018-17-10	R 2017-15-17	Airbus SAS	A300 B4-605R and B4-622R; A300 C4-605R Variant F; A300 F4-605R and F4-622R airplanes

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2018-17-16		Airbus SAS	A300, A310 airplanes
2018-17-17		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2018-17-18	R 2015-02-17	Airbus SAS	A330 airplanes
2018-17-19		Airbus SAS	A318, A319, A320, A321 airplanes
2018-17-20		The Boeing Company	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
2018-17-21		Airbus SAS	A318, A319, A320, A321 airplanes
2018-17-22		Airbus SAS	A319-115 and -132, and A320-214, -216, -232, and -233 airplanes
2018-17-23		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-18-04		Airbus SAS	A350-941 and -1041 airplanes
2018-18-05		ATR-GIE Avions de Transport Régional	ATR42-200, -300, and -320 airplanes

2018-14-10 Pratt & Whitney Division: Amendment 39-19330; Docket No. FAA-2017-1107; Product Identifier 2016-NE-22-AD.

(a) Effective Date

This AD is effective September 28, 2018.

(b) Affected ADs

This AD replaces AD 2017-12-03, Amendment 39-18918 (82 FR 27411, June 15, 2017).

(c) Applicability

This AD applies to:

(1) All Pratt & Whitney Division (PW) PW2037, PW2037M, and PW2040 turbofan engines with electronic engine control (EEC), model number EEC104-40 or EEC104-60, installed, with an EEC software standard earlier than SCN 5B/I; and

(2) All PW PW2037, PW2037M, and PW2040 turbofan engines with EEC, model number EEC104-1, with part numbers (P/Ns) 1B7484, 1B7486, 1B7984, or 1B7985, installed, with an EEC software standard earlier than SCN 27A.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an unrecoverable engine in-flight shutdown after an ice crystal icing event. We are issuing this AD to prevent failure of the high-pressure turbine and rotor seizure. The unsafe condition, if not corrected, could result in failure of one or more engines, loss of thrust control, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For an engine with an EEC model number EEC104-40 or EEC104-60 and a serial number (S/N) listed in Figure 1 to paragraph (g) of this AD, upgrade any EEC software standards earlier than SCN 5B/I or replace the EEC with a part eligible for installation at the next engine shop visit, or before December 1, 2018, whichever occurs first.

(2) For an engine with an EEC model number EEC104-40 or EEC104-60 and an S/N not listed in Figure 1 to paragraph (g) of this AD, upgrade any EEC software standards earlier than SCN 5B/I

or replace the EEC with a part eligible for installation at the next engine shop visit, or before July 1, 2024, whichever occurs first.

(3) For an engine with an EEC model number EEC104-1 with P/N 1B7484, 1B7486, 1B7984, or 1B7985, upgrade any EEC software standards earlier than SCN 27A or replace the EEC with a part eligible for installation at the next engine shop visit, or before July 1, 2024, whichever occurs first.

Figure 1 to Paragraph (g) – Engine S/Ns

716402	727272	728741
727103	727280	728743
727134	727281	728748
727152	727282	728779
727158	727286	728785
727189	727287	728795
727202	727288	728806
727204	728709	728811
727231	728715	728812
727239	728716	728820
727240	728719	728824
727251	728720	728826
727252	728725	728827
727253	728726	728840
727257	728729	728864
727269	728730	728870

(h) Installation Prohibition

After the effective date of this AD, do not install any software standard earlier than:

(1) SCN 5B/I into any EEC model number EEC104-40 or EEC104-60; or

(2) SCN 27A into any EEC model number EEC104-1 with P/N 1B7484, 1B7486, 1B7984, or 1B7985.

(i) Definition

For the purpose of this AD, an “engine shop visit” is the induction of an engine into the shop for maintenance involving the separation of pairs of major mating engine flanges, except that the separation of engine flanges solely for the purposes of transportation of the engine without subsequent engine maintenance does not constitute an engine shop visit.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person

identified in paragraph (k)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Kevin M. Clark, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7088; fax: 781-238-7199; email: kevin.m.clark@faa.gov.

(2) For service information identified in this AD, contact Pratt & Whitney Division, 400 Main St., East Hartford, CT, 06118; phone: 800-565-0140; fax: 860-565-5442. You may view this referenced service information at the FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(l) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on August 21, 2018.
Karen M. Grant,
Acting Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2018-15-04 General Electric Company: Amendment 39-19336; Docket No. FAA-2017-0792; Product Identifier 2017-NE-28-AD.

(a) Effective Date

This AD is effective October 2, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CF6-80A, CF6-80A1, CF6-80A2, CF6-80A3, CF6-80C2A1, CF6-80C2A2, CF6-80C2A3, CF6-80C2A5, CF6-80C2A5F, CF6-80C2A8, CF6-80C2B1, CF6-80C2B1F, CF6-80C2B2, CF6-80C2B2F, CF6-80C2B4, CF6-80C2B4F, CF6-80C2B5F, CF6-80C2B6, CF6-80C2B6F, CF6-80C2B6FA, CF6-80C2B7F, CF6-80C2D1F, CF6-80C2L1F, and CF6-80C2K1F turbofan engines with high-pressure turbine (HPT) disks with serial numbers listed in Table 1 and 2 of Appendix A in GE CF6-80C2 Service Bulletin (SB) 72-1562 R03, dated January 10, 2018; and Table 1 of Appendix A in GE CF6-80A SB 72-0869 R01, dated October 19, 2017.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an uncontained failure of an HPT stage 2 disk. We are issuing this AD to prevent failure of the HPT stage 1 disk (CF6-80C2) and the HPT stage 2 disk (CF6-80C2 and CF6-80A). The unsafe condition, if not addressed, could result in an uncontained HPT disk release, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

After the effective date of this AD, perform an ultrasonic inspection (UI) for cracks in HPT stage 1 and stage 2 disks on the CF6-80C2 turbofan engine and in HPT stage 2 disks on the CF6-80A turbofan engine at each piece-part level exposure in accordance with the Accomplishment Instructions, paragraph 3.A.(2), in GE CF6-80C2 SB 72-1562 R03, dated January 10, 2018, or the

Accomplishment Instructions, paragraph 3.A.(2) in GE CF6-80A SB 72-0869 R01, dated October 19, 2017, as applicable to the engine model.

(h) Non-Required Actions

The reporting requirements specified in the Accomplishment Instructions, paragraphs 3.A.(2)(c) and 3.A.(2)(f), of GE CF6-80C2 SB 72-1562 R03, dated January 10, 2018, are not required by this AD.

(i) Definition

For the purpose of this AD, "piece-part exposure" of the HPT stage 1 or stage 2 disk is separation of that HPT disk from its mating rotor parts within the HPT rotor module (thermal shield and HPT stage 1 and stage 2 disk respectively).

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office send it to the attention of the person identified in paragraph (k) of this AD. You may email your request to: ANE-AD-AMOC-@faa.gov.

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

(k) Related Information

For more information about this AD, contact Matthew Smith, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7735; fax: 781-238-7199; email: matthew.c.smith@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) General Electric Company (GE) CF6-80A Service Bulletin (SB) 72-0869 R01, dated October 19, 2017.

(ii) GE CF6-80C2 SB 72-1562 R03, dated January 10, 2018.

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

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on August 21, 2018.

Karen M. Grant,
Acting Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2018-16-10 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-19350; Docket No. FAA-2018-0723; Product Identifier 2018-NE-17-AD.

(a) Effective Date

This AD is effective September 12, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GE Aviation Czech H80-200 turboprop engines with propeller governor part number, (P/N) P-W22-1, and Avia Propeller AV-725 propellers installed. These engines are installed on Aircraft Industries (AI) L 410 UVP-E20 and L 410 UVP-E20 CARGO airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 7600, Engine Controls.

(e) Unsafe Condition

This AD was prompted by an accident on an AI L 410 UVP-E20 airplane caused by one propeller going to a negative thrust position during the landing approach. We are issuing this AD to require engine modification to prevent asymmetric thrust. The unsafe condition, if not addressed, could result in failure of the beta switch, loss of engine thrust control, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

Within 25 flight hours, 20 flight cycles, or 30 days, whichever occurs first after the effective date of this AD, inspect and adjust the engine push-pull control, P/N M601-76.3, and replace beta switch, P/N P-S-2, with beta switch, P/N P-S-2A, in accordance with paragraphs 1.6. and 1.7. of GE Aviation Czech Service Bulletin (SB) SB-H80-76-00-00-0036, Revision No. 02, dated March 29, 2018.

(h) Installation Prohibition

After the effective date of this AD:

(1) Do not install beta switch, P/N P-S-2, on any engine.

(2) Do not install a GE Aviation Czech H80-200 turboprop engine on any airplane unless the required actions in paragraph (g) of this AD have been complied with. This engine installation prohibition does not apply to an engine removal and subsequent re-installation on the same airplane during an airplane maintenance visit.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(j) Related Information

(1) For more information about this AD, contact Wego Wang, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@faa.gov.

(2) Refer to European Aviation Safety Agency AD 2018-0075, dated April 5, 2018, for more information. You may examine the European Aviation Safety Agency AD in the AD docket on the internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2018-0723.

(k) Material Incorporated by Reference

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

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

(i) GE Aviation Czech Service Bulletin SB-H80-76-00-00-0036, Revision No. 02, dated March 29, 2018.

(ii) Reserved.

(3) For service information identified in this AD, contact GE Aviation Czech s.r.o., Beranov[yacute]ch 65, 199 02 Praha 9–
Let[ncaron]any, Czech Republic; phone: +420 222 538 111; fax: +420 222 538 222.

(4) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on August 21, 2018.
Karen M. Grant,
Acting Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

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Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2018-17-09 Bombardier, Inc.: Amendment 39-19363; Docket No. FAA-2018-0072; Product Identifier 2017-NM-082-AD.

(a) Effective Date

This AD is effective September 25, 2018.

(b) Affected ADs

This AD replaces AD 2014-05-28, Amendment 39-17800 (79 FR 18611, April 3, 2014).

(c) Applicability

This AD applies to Bombardier, Inc., Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001, 4003 and subsequent.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing gear.

(e) Reason

This AD was prompted by reports of excessive wear on the lower latch surface of the main landing gear (MLG) up-lock hook. This AD was also prompted by a determination that, the maintenance or inspection program, as applicable, must be revised to include a new task. We are issuing this AD to detect and correct up-lock hooks worn beyond the wear limit, which could prevent the successful extension of the MLG using the primary landing gear extension system, which in combination with an alternate extension system failure could result in the inability to extend the MLG.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Certification Maintenance Requirements (CMR) task number 323100-102 of Q400 Dash 8 (Bombardier) Temporary Revision (TR) ALI-0168, dated October 31, 2016 (“Bombardier TR ALI-0168”). The applicable maintenance or inspection program revision required by this paragraph may be done by inserting a copy of Bombardier TR ALI-0168, to Section 1-32, Landing Gear Maintenance Program, of Maintenance Review Board (MRB) Report Part 2, Bombardier Q400 Dash 8 Maintenance Requirements Manual, Product Support Manual (PSM) 1-84-7. When this temporary revision has been included in general revisions of the

PSM, the general revisions may be inserted in the maintenance or inspection program, as applicable, provided the relevant information in the general revision is identical to that in Bombardier TR ALI-0168.

(h) Initial Functional Check Compliance Times

For MLG up-lock assembly latches that have accumulated flight cycles which exceed the CMR task number 323100-102 interval specified in Bombardier TR ALI-0168: Perform the initial CMR task number 323100-102 functional check as specified in Bombardier TR ALI-0168 using the applicable compliance time specified in paragraph (h)(1), (h)(2), or (h)(3) of this AD.

(1) For MLG up-lock assembly latches that have 14,200 total flight cycles or more as of the effective date of this AD: The compliance time for doing the initial functional check is within 800 flight cycles after the effective date of this AD.

(2) For MLG up-lock assembly latches that have 11,600 total flight cycles or more, but fewer than 14,200 total flight cycles, as of the effective date of this AD: The compliance time for doing the initial functional check is within 1,600 flight cycles after the effective date of this AD, but not to exceed 15,000 total flight cycles on the up-lock assembly latch.

(3) For MLG up-lock assembly latches with fewer than 11,600 total flight cycles as of the effective date of this AD: The compliance time for doing the initial functional check is within 3,000 flight cycles after the effective date of this AD, but not to exceed 13,200 total flight cycles on the up-lock assembly latch.

(i) Method of Compliance for Initial Functional Check

Accomplishing CMR task number 323100-102 of Bombardier TR MRB-66, dated December 7, 2011, to Section 1-32, Landing Gear Maintenance Program, of MRB Report Part 1, Bombardier Q400 Dash 8 Maintenance Requirements Manual, PSM 1-84-7, within 3,000 flight cycles before the effective date of this AD, is a method of compliance for the initial functional check required by CMR task number 323100-102 as specified in Bombardier TR ALI-0168.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7300; fax: 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2017-15, effective May 29, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0072.

(2) For more information about this AD, contact Darren Gassetto, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7323; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

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

(l) Material Incorporated by Reference

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

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

(i) Q400 Dash 8 (Bombardier) Temporary Revision (TR) ALI-0168, dated October 31, 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone: 416-375-4000; fax: 416-375-4539; email: thd.qseries@aero.bombardier.com; internet: http://www.bombardier.com.

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

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

Issued in Des Moines, Washington, on August 9, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-10 Airbus SAS: Amendment 39-19364; Docket No. FAA-2018-0277; Product Identifier 2017-NM-124-AD.

(a) Effective Date

This AD is effective September 24, 2018.

(b) Affected ADs

This AD replaces AD 2017-15-17, Amendment 39-18977 (82 FR 35644, August 1, 2017) ("AD 2017-15-17").

(c) Applicability

This AD applies to Airbus SAS airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, on which Airbus SAS Modification 10221 was embodied in production.

(1) Airbus SAS Model A300 B4-605R and B4-622R airplanes.

(2) Airbus SAS Model A300 C4-605R Variant F airplanes.

(3) Airbus SAS Model A300 F4-605R and F4-622R airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by the detection of cracking that originated from the fastener holes in the forward fitting lower radius of frame (FR) 40. We are issuing this AD to detect and correct cracking in the forward fitting lower radius of FR 40. Such cracking could reduce the structural integrity of the fuselage.

(f) Compliance

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

(g) Definitions

(1) For the purpose of this AD, the average flight time (AFT) can be established by dividing the flight hours (FHs) by the flight cycles (FCs) counted:

(i) From first flight, for selecting the inspection threshold of the non-repaired area.

(ii) From repair, for selecting the inspection threshold of the repaired area.

(iii) From the last inspection, for selecting the inspection interval.

(2) For the purpose of this AD, Group 1 airplanes are those airplanes already inspected in accordance with paragraph 4.2.2 in Alert Operators Transmission (AOT) A57W009-16, Revision 01, dated July 13, 2016, before the effective date of this AD. Group 2 airplanes are those airplanes not inspected in accordance with paragraph 4.2.2 in AOT A57W009-16, Revision 01, dated July 13, 2016, as of the effective date of this AD.

(3) For the purpose of this AD, inspection method A is a high frequency eddy current (HFEC) inspection of the radius and fastener area. Inspection method B is a HFEC inspection of the radius and fastener area and a rototest of the fastener hole. Both are defined as a special detailed inspection (SDI) in this AD.

(h) Repetitive Inspections for Non-Repaired Areas

Within the compliance time values specified in table 1 to paragraph (h) of this AD (Group 1 airplanes) or table 2 to paragraph (h) of this AD (Group 2 airplanes), as applicable, and, thereafter, at intervals not exceeding the values specified in table 3 to paragraph (h) of this AD: Do a SDI for cracking of any non-repaired radius, fastener areas, and fastener holes, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6120, dated April 28, 2017; except where Airbus Service Bulletin A300-57-6120, dated April 28, 2017, specifies contacting Airbus SAS for appropriate action, before further flight, obtain instructions using the procedures specified in paragraph (m)(2) of this AD and accomplish those instructions.

Table 1 to Paragraph (h) of this AD – *Group 1 Inspection Thresholds – Non-repaired Areas*

AFT	**Compliance Time** (whichever occurs later, A or B)
Greater than 1.5	**A:** Before exceeding 14,700 FC or 31,900 FH since first flight of the airplane, whichever occurs first. **B**: Within 1,900 FC or 4,300 FH, whichever occurs first after the one-time inspection performed as per Airbus AOT A57W009-16, Revision 01, dated July 13, 2016.
1.5 or less	**A:** Before exceeding 15,900 FC or 23,900 FH since first flight of the airplane, whichever occurs first. **B**: Within 2,100 FC or 3,200 FH, whichever occurs first after the one-time inspection performed as per Airbus AOT A57W009-16, Revision 01, dated July 13, 2016.

Table 2 to Paragraph (h) of this AD – *Group 2 Inspection Thresholds – Non-repaired Areas*

AFT	**Compliance Time** (whichever occurs later, A or B)
Greater than 1.5	**A:** Before exceeding 14,700 FC or 31,900 FH since first flight of the airplane, whichever occurs first. **B**: Within 12 months after the effective date of this AD, without exceeding (whichever occurs later): - 19,000 FC or 41,000 FH, whichever occurs first since airplane first flight. - 300 FC or 630 FH, whichever occurs first after September 5, 2017 (the effective date of AD 2017-15-17).
1.5 or less	**A:** Before exceeding 15,900 FC or 23,900 FH since first flight of the airplane, whichever occurs first. **B**: Within 12 months after the effective date of this AD, without exceeding (whichever occurs later): - 19,000 FC or 41,000 FH, whichever occurs first since airplane first flight. - 300 FC or 630 FH, whichever occurs first after September 5, 2017 (the effective date of AD 2017-15-17).

Table 3 to Paragraph (h) of this AD – *Repetitive Inspections – Non-repaired Areas*

Inspection Method	**Compliance Time** (not to exceed, whichever occurs first, FC or FH)	
	AFT greater than 1.5	AFT 1.5 or less
A	1,900 FC or 4,300 FH	2,100 FC or 3,200 FH
B	6,600 FC or 14,300 FH	7,100 FC or 10,700 FH

(i) Repetitive Inspections for Repaired Areas

Within the compliance time values specified in table 4 to paragraph (i) of this AD, and, thereafter, at intervals not exceeding those same values, do a SDI for cracking of the repaired radius, fastener areas, and fastener holes, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6120, dated April 28, 2017; except where Airbus Service Bulletin A300-57-6120, dated April 28, 2017, specifies contacting Airbus SAS for appropriate action, before further flight, obtain instructions using the procedures specified in paragraph (m)(2) of this AD and accomplish those instructions.

Table 4 to Paragraph (i) of this AD – *Inspection Thresholds and Intervals – Repaired Areas*

Repair (Number)	**Compliance Time** (FC or FH, whichever occurs first after repair embodiment, or since last inspection, as applicable)	
	AFT greater than 1.5	AFT 1.5 or less
Stop Drilling (R53810799)	1,500 FC or 3,400 FH	1,700 FC or 2,500 FH
Cut-Out (R53810798)	4,500 FC or 9,800 FH	4,900 FC or 7,300 FH

(j) Corrective Action

If any crack is found during any inspection required by paragraph (h) or (i) of this AD: Before further flight, repair in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6120, dated April 28, 2017.

(k) Reporting

Submit a report of the findings (both positive and negative) of each inspection required by paragraphs (h) and (i) of this AD to Airbus SAS, in accordance with the instructions of Airbus Service Bulletin A300-57-6120, dated April 28, 2017, at the applicable time specified in paragraph (k)(1) or (k)(2) of this AD.

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

(2) 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.

(l) 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.

(m) 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 (n)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal

inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(2) Contacting the Manufacturer: As of the effective date of this AD, for any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus 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): Except as required by paragraphs (h) and (i) of this AD: If any service information contains procedures or tests that are identified as RC, those procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the procedures and tests identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0158, dated August 25, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0277.

(2) 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.

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 5, 2017 (82 FR 35644, August 1, 2017).

(i) Airbus Service Bulletin A300-57-6120, dated April 28, 2017.

(ii) Reserved.

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

(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, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on August 9, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-16 Airbus SAS: Amendment 39-19370; Docket No. FAA-2017-0554; Product Identifier 2016-NM-201-AD.

(a) Effective Date

This AD is effective October 2, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes); and Model A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes; certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a static analysis performed by Airbus SAS that revealed that some areas of the wing structure cannot sustain the damage limits previously published in the Airbus A300, A310, A300-600, and A300-600ST Structural Repair Manuals. We are issuing this AD to detect and correct any repair or damage on the wing structure that is outside the allowable structural limits. Such conditions could reduce the structural integrity of the wings and could result in loss of control of the airplane.

(f) Compliance

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

(g) Inspection

Within 36 months after the effective date of this AD: Do a detailed inspection of the left-hand and right-hand wing areas to determine whether any repair or damage exceeds the allowable structural limits, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (i) of this AD. A review of airplane maintenance records is acceptable in lieu of this inspection if it can be positively determined from that review whether any

repair or damage exceeds the allowable structural limits and the airplane configuration can be conclusively determined from that review.

(h) Corrective Action

If, during any review or inspection, as required by paragraph (g) of this AD, any repair or damage is found that is outside the allowable structural limits specified in the applicable service information in paragraph (i) of this AD: Within 3 months after accomplishing the review or inspection required by paragraph (g) of this AD, repair 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.

(i) Service Information for the Actions Specified in Paragraph (g) of This AD

Use the applicable service information for the actions specified in paragraph (g) of this AD.

(1) Airbus Service Bulletin A300-57-0256, Revision 00, dated August 3, 2015 (for Airbus Model A300 series airplanes).

(2) Airbus Service Bulletin A300-57-6114, Revision 01, dated June 19, 2018 (for Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model A300 C4-605R Variant F airplanes (collectively called Model A300-600 series airplanes)).

(3) Airbus Service Bulletin A310-57-2102, Revision 00, dated August 3, 2015 (for Model A310 series airplanes).

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-57-6114, Revision 00, dated August 3, 2015.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0229, dated November 15, 2016, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0554.

(2) 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.

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

(m) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-57-0256, Revision 00, dated August 3, 2015.

(ii) Airbus Service Bulletin A300-57-6114, Revision 01, dated June 19, 2018.

(iii) Airbus Service Bulletin A310-57-2102, Revision 00, dated August 3, 2015.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAW, Rond-Point Emile Dewoitine No: 2, 31700 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 August 16, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-17 Bombardier, Inc.: Amendment 39-19371; Docket No. FAA-2018-0118; Product Identifier 2017-NM-083-AD.

(a) Effective Date

This AD is effective October 2, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001 through 4524 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of arcing and smoke emanating from the windshields. We are issuing this AD to detect and correct loose windshield heater terminal lugs. Loose terminal lugs could create sparks that lead to burning of the lugs and, due to the excessive heat, cracking of the windshields. If not corrected, such a condition could cause a loss of cabin pressure resulting in an emergency descent.

(f) Compliance

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

(g) Revision to Inspection or Maintenance Program

(1) Within 30 days after the effective date of this AD: Revise the maintenance or inspection program, as applicable, to incorporate the task specified in Bombardier Q400 Dash 8 Maintenance Review Board Report Temporary Revision (TR) MRB-0099, dated December 9, 2016.

(2) If the information in Bombardier Q400 Dash 8 Maintenance Review Board Report Temporary Revision (TR) MRB-0099, dated December 9, 2016, has been included in the general revisions of the Bombardier Q400 Dash 8 Maintenance Requirements Manual and the general revisions have been inserted into the maintenance or inspection program, as applicable, the requirement in paragraph (g)(1) of this AD is met.

(h) No Alternative Actions or Intervals

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

(i) Inspection and Corrective Action

Within 1,600 flight hours or 12 months after the effective date of this AD, whichever occurs first, do a general visual inspection of the moisture seal on the left and right windshields for signs of cracks, erosion, wear, and other deterioration (including discoloration, warping, or missing material). If any crack, erosion, wear, or other deterioration is found, before further flight, repair the moisture seal in accordance with a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

Note 1 to paragraph (i) of this AD: Additional guidance for inspection of the moisture seal can be found in Bombardier Q400 Dash 8 Maintenance Review Board (MRB) Task 561001E201, "General Visual Inspection of the Windshield Moisture Seal," (Task 56-10-01-210-801, of the Bombardier Q400 Dash 8 Airplane Maintenance Manual).

Note 2 to paragraph (i) of this AD: Additional guidance for repair of the moisture seal can be found in PPG Aerospace Transparencies Abbreviated Component Maintenance Manual, Part Number NP-157901, Revision 6, dated June 16, 2015; and PPG Sierracin Component Maintenance Manual, 56-10-12, Part Number 802600, Revision D, dated April 6, 2017.

(j) Re-Torqueing and Sealing Screws

Within 8,000 flight hours or 60 months after the effective date of this AD, whichever occurs first: Re-torque the windshield heater terminal lug screws for the left and right windshields and apply Humiseal to the screw heads of the windshield heaters, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-30-16, Revision A, dated September 27, 2017.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7300; fax: 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2017-18, dated May 26, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0118.

(2) For more information about this AD, contact Steve Dzierzynski, Aerospace Engineer, Avionics and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7367; fax 516-794-5531.

(m) Material Incorporated by Reference

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

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

(i) Bombardier Q400 Dash 8 Maintenance Review Board Report Temporary Revision (TR) MRB-0099, dated December 9, 2016.

(ii) Bombardier Service Bulletin 84-30-16, Revision A, dated September 27, 2017.

(3) For service information identified in this AD, contact Bombardier, Inc., Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone: 416-375-4000; fax: 416-375-4539; email: thd.qseries@aero.bombardier.com; internet: http://www.bombardier.com.

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

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

Issued in Des Moines, Washington, on August 16, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-18 Airbus SAS: Amendment 39-19372; Docket No. FAA-2018-0169; Product Identifier 2017-NM-095-AD.

(a) Effective Date

This AD is effective October 5, 2018.

(b) Affected ADs

This AD replaces AD 2015-02-17, Amendment 39-18084 (80 FR 4762, January 29, 2015) ("AD 2015-02-17").

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, all manufacturer serial numbers, except those airplanes with Airbus modification 205228 embodied in production.

(1) Airbus SAS Model A330-201, -202, -203, -223, and -243 airplanes.

(2) Airbus SAS Model A330-223F and -243F 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 24, Electrical power.

(e) Reason

This AD was prompted by an electrical load analysis that revealed that hydraulic power might not be sufficient to supply the constant speed motor/generator (CSM/G) during slat/flap extension when only one engine is running and a determination that replacement or modification of the two flight warning computers (FWCs) is necessary to address the identified unsafe condition. We are issuing this AD to prevent such a condition which, in conjunction with the loss of the main electrical system, could lead to the scenario where the flight crew is not clearly warned that the electrical system has switched on the battery and thus has a limited duration that would allow a safe landing.

(f) Compliance

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

(g) Retained Airplane Flight Manual (AFM) Revision, With a New Exception

This paragraph restates the requirements of paragraph (g) of AD 2015-02-17, with a new exception. Except for airplanes identified in paragraph (h) of this AD: Within 15 days after February 13, 2015 (the effective date of AD 2015-02-17), revise the Emergency Procedures section of the

Airbus A330/A340 AFM to include the information in the applicable Airbus temporary revision (TR) specified in paragraph (g)(1) or (g)(2) of this AD. This may be done by inserting a copy of the applicable TR specified in paragraph (g)(1) or (g)(2) of this AD into the AFM. Operate the airplane according to the procedures in the applicable TR. When the information in the applicable TR has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM, provided the relevant information in the general revision is identical to that in the TR, and the TR may be removed.

(1) For airplanes in Airbus pre-modification 47930 configuration and pre-Airbus Service Bulletin A330-28-3067 configuration: Airbus A330/A340 AFM TR TR427, UPDATE OF ELEC–EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(2) For airplanes in Airbus post-modification 47930 configuration or post-Airbus Service Bulletin A330-28-3067 configuration: Airbus A330/A340 AFM TR TR428, UPDATE OF ELEC–EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(h) New Airplanes Not Affected by the Retained AFM Revision

Airplanes operated with an AFM that incorporates the information in Airbus EMERGENCY PROCEDURES/24-ELECTRICAL POWER/ELEC–EMER CONFIG Documentary Unit (DU) 00005218.0001001 (for airplanes in Airbus pre-modification 47930 configuration and pre-Airbus Service Bulletin A330-28-3067 configuration), or DU 00005218.0002001 (for airplanes in an Airbus post-modification 47930 configuration or post-Airbus Service Bulletin A330-28-3067 configuration), as applicable, are compliant with the requirements of paragraph (g) of this AD, provided that the applicable DU is not removed from the AFM.

(i) New Definitions

(1) For the purposes of this AD, an affected FWC is an FWC standard lower than T7-0. An FWC that is not affected is an FWC standard T7-0 having part number (P/N) LA2E20202T70000, or higher standard.

(2) For the purposes of this AD: Group 1 airplanes are those equipped with an affected FWC (as defined in paragraph (i)(1) of this AD) as of the effective date of this AD. Group 2 airplanes are those equipped with FWCs that are not affected (as defined in paragraph (i)(1) of this AD) as of the effective date of this AD.

(j) New Requirement of This AD: FWC Replacement or Modification

For Group 1 airplanes: Within 24 months after the effective date of this AD: Replace or modify an affected FWC with an FWC that is not affected, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-31-3232, Revision 01, including Appendix 01, dated February 14, 2017.

(k) Parts Installation Prohibition

(1) For Group 1 airplanes: After accomplishing the actions required by paragraph (j) of this AD, no person may install an affected FWC on the modified airplane.

(2) For Group 2 airplanes: As of the effective date of this AD, no person may install an affected FWC on any airplane.

(l) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A330-31-3232, dated May 4, 2016.

(m) 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 (n)(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 2015-02-17 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 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.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0105R1, dated July 17, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0169.

(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.

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

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on October 5, 2018.

(i) Airbus Service Bulletin A330-31-3232, Revision 01, including Appendix 01, dated February 14, 2017.

(ii) Reserved.

(4) The following service information was approved for IBR on of February 13, 2015 (80 FR 4762, January 29, 2015).

(i) Airbus A330/A340 Airplane Flight Manual (AFM) Temporary Revision TR427, UPDATE OF ELEC–EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(ii) Airbus A330/A340 AFM Temporary Revision TR428, UPDATE OF ELEC–EMER CONFIG PROCEDURE, Issue 1.0, dated November 7, 2014.

(5) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAW, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; internet http://www.airbus.com.

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

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

Issued in Des Moines, Washington, on August 17, 2018.

Michael Kaszycki,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-17-19 Airbus SAS: Amendment 39-19373; Docket No. FAA-2018-0361; Product Identifier 2017-NM-160-AD.

(a) Effective Date

This AD is effective October 5, 2018.

(b) Affected ADs

This AD affects AD 2015-05-02, Amendment 39-18112 (80 FR 15152, March 23, 2015) ("AD 2015-05-02") and AD 2015-22-08, Amendment 39-18313 (80 FR 68434, November 5, 2015) ("AD 2015-22-08").

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before April 19, 2017.

(1) Model A318-111, -112, -121, and -122 airplanes.

(2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.

(3) Model A320-211, -212, -214, -216, -231, -232, -233, -251N, and -271N airplanes.

(4) Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -253N, and -271N airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. We are 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) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 1 Safe Life Airworthiness Limitations (SL-ALI), Revision 05, Issue 02, dated April 19, 2017. The initial compliance times for new or revised tasks are at the applicable times specified in

Airbus A318/A319/A320/A321 ALS Part 1 Safe Life Airworthiness Limitations (SL-ALI), Revision 05, Issue 02, dated April 19, 2017, or within 90 days after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions and Intervals

After the maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions and intervals are 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 2015-05-02 and AD 2015-22-08

Accomplishing the actions required by this AD terminates all requirements of AD 2015-05-02 and AD 2015-22-08.

(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 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 2017-0215, dated October 24, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0361.

(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 05, Issue 02, dated April 19, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EIAS, Rond-Point Emile Dewoitine No: 2, 31700 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 August 17, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-20 The Boeing Company: Amendment 39-19374; Docket No. FAA-2018-0031; Product Identifier 2017-NM-127-AD.

(a) Effective Date

This AD is effective October 4, 2018.

(b) Affected ADs

This AD affects the ADs specified in paragraphs (b)(1) through (b)(5) of this AD.

(1) AD 2008-04-10 R1, Amendment 39-16121 (74 FR 66227, December 15, 2009) ("AD 2008-04-10 R1").

(2) AD 2009-05-03, Amendment 39-15827 (74 FR 8851, February 27, 2009) ("AD 2009-05-03").

(3) AD 2011-12-05, Amendment 39-16712 (76 FR 33991, June 10, 2011) ("AD 2011-12-05").

(4) AD 2013-22-03, Amendment 39-17635 (78 FR 65193, October 31, 2013) ("AD 2013-22-03").

(5) AD 2013-24-15, Amendment 39-17692 (78 FR 72791, December 4, 2013) ("AD 2013-24-15").

(c) Applicability

This AD applies to The Boeing Company Model 727, 727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before the effective date of this AD.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by significant changes made to the airworthiness limitations (AWLs) related to fuel tank ignition prevention. We are issuing this AD to prevent the potential for ignition sources inside fuel tanks caused by latent failures, alterations, repairs, or maintenance actions, which, in combination with flammable fuel vapors, could result in fuel tank explosions and consequent loss of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 60 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate all information in Section A, including Subsections A.1 and A.2, of Boeing 727-100/200 Airworthiness Limitations (AWLs) D6-8766-AWL, Revision December 2016. The initial compliance times for the airworthiness limitation instruction (ALI) items are within the applicable compliance times specified in paragraphs (g)(1) through (g)(6) of this AD.

(1) For AWL No. 28-AWL-01, "External Wires Over Center Fuel Tank (Tank No. 2)": At the applicable time specified in paragraph (g)(1)(i) or (g)(1)(ii) of this AD.

(i) For airplanes that have been previously inspected as specified in 28-AWL-01 as of the effective date of this AD: Conduct the inspection within 120 months after the most recent inspection.

(ii) For airplanes that have not been inspected as specified in 28-AWL-01 as of the effective date of this AD: Conduct the inspection within 12 months after the effective date of this AD.

(2) For AWL No. 28-AWL-16, "Over-Current and Arcing Protection Electrical Design Features Operation–Boost Pump Ground Fault Interrupter (GFI)": At the applicable time specified in paragraph (g)(2)(i) or (g)(2)(ii) of this AD.

(i) For airplanes that have been previously inspected as specified in 28-AWL-16 as of the effective date of this AD: Conduct the inspection within 12 months after the most recent inspection.

(ii) For airplanes that have not been inspected as specified in 28-AWL-16 as of the effective date of this AD: Conduct the inspection within 90 days after the effective date of this AD.

(3) For AWL No. 28-AWL-17, "Auxiliary Tank Fuel Boost Pump Power Failed On Protection System": At the applicable time specified in paragraph (g)(3)(i) or (g)(3)(ii) of this AD.

(i) For airplanes that have been previously inspected as specified in 28-AWL-17 as of the effective date of this AD: Conduct the inspection within 12 months after the most recent inspection.

(ii) For airplanes that have not been inspected as specified in 28-AWL-17 as of the effective date of this AD: Conduct the inspection within 90 days after the effective date of this AD.

(4) For AWL No. 28-AWL-18, "Fuel Quantity Indicating System (FQIS)–Out-Tank Wiring Lightning Shield to Ground Termination and Joint Resistance for the Volumetric Top-Off (VTO) Unit (If Installed)": At the applicable time specified in paragraph (g)(4)(i) or (g)(4)(ii) of this AD.

(i) For airplanes that have been previously inspected as specified in 28-AWL-18 as of the effective date of this AD: Conduct the inspection within 120 months after the most recent inspection.

(ii) For airplanes that have not been inspected as specified in 28-AWL-18 as of the effective date of this AD: Conduct the inspection within 12 months after the effective date of this AD.

(5) For AWL No. 28-AWL-22, "AC Fuel Boost Pump Bonding Installation": At the applicable time specified in paragraph (g)(5)(i) or (g)(5)(ii) of this AD.

(i) For airplanes that have been previously inspected as specified in 28-AWL-22 as of the effective date of this AD: Conduct the inspection within 72 months after the most recent inspection.

(ii) For airplanes that have not been inspected as specified in 28-AWL-22 as of the effective date of this AD: Conduct the inspection within 12 months after the effective date of this AD.

(6) For AWL No. 28-AWL-24, "Motor Operated Valve Bonding Jumper Installation–Fault Current Protection": At the applicable time specified in paragraph (g)(6)(i) or (g)(6)(ii) of this AD.

(i) For airplanes that have been previously inspected as specified in 28-AWL-24 as of the effective date of this AD: Conduct the inspection within 60 months after the most recent inspection.

(ii) For airplanes that have not been inspected as specified in 28-AWL-24 as of the effective date of this AD: Conduct the inspection within 12 months after the effective date of this AD.

(h) Additional Acceptable Wire Types and Sleeving

As an option, when accomplishing the actions required by paragraph (g) of this AD, the changes specified in paragraphs (h)(1) and (h)(2) of this AD can be made to AWL No. 28-AWL-03.

(1) Where AWL No. 28-AWL-03 identifies wire types BMS 13-48, BMS 13-58, and BMS 13-60, add the following acceptable wire types: MIL-W-22759/16, SAE AS22759/16 (M22759/16),

MIL-W-22759/32, SAE AS22759/32 (M22759/32), MIL-W-22759/34, SAE AS22759/34 (M22759/34), MIL-W-22759/41, SAE AS22759/41 (M22759/41), MIL-W-22759/86, SAE AS22759/86 (M22759/86), MIL-W-22759/87, SAE AS22759/87 (M22759/87), MIL-W-22759/92 and SAE AS22759/92 (M22759/92); and MIL-C-27500 and NEMA WC 27500 cables constructed from these military or SAE specification wire types identified above.

(2) Where AWL No. 28-AWL-03 identifies TFE-2X Standard wall for wire sleeving, add the following acceptable sleeving materials: Roundit 2000NX and Varglas Type HO, HP, or HM.

(i) No Alternative Actions, Intervals, and Critical Design Configuration Control Limitations (CDCCLs)

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

(j) Terminating Actions

Accomplishment of the maintenance or inspection program revision required by paragraph (g) of this AD terminates the actions specified in paragraphs (j)(1) through (j)(5) of this AD.

(1) The revision required by paragraph (g) of AD 2008-04-10 R1.

(2) The revision required by paragraph (h) of AD 2009-05-03.

(3) The revision required by paragraph (j) of AD 2011-12-05.

(4) The revision required by paragraph (h) of AD 2013-22-03.

(5) The revision required by paragraphs (n)(1) and (n)(2) of AD 2013-24-15.

(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 Commercial Airplanes 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 Christopher Baker, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3552; email: christopher.r.baker@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 727-100/200 Airworthiness Limitations (AWLs) D6-8766-AWL, Revision December 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster 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, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on August 17, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-21 Airbus SAS: Amendment 39-19375; Docket No. FAA-2018-0300; Product Identifier 2017-NM-134-AD.

(a) Effective Date

This AD is effective October 4, 2018.

(b) Affected ADs

This AD affects AD 2016-20-12, Amendment 39-18678 (81 FR 72507, October 20, 2016) ("AD 2016-20-12").

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before April 6, 2017.

(1) Model A318-111, -112, -121, and -122 airplanes.

(2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.

(3) Model A320-211, -212, -214, -216, -231, -232, -233, -251N, and -271N airplanes.

(4) Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -253N, and -271N airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a revision of an airworthiness limitations document that specifies more restrictive maintenance requirements and airworthiness limitations. We are issuing this AD to address the potential of ignition sources inside fuel tanks, which, in combination with flammable fuel vapors, could result in a fuel tank explosion and consequent loss of the airplane.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 5 Fuel Airworthiness Limitations (FAL), Revision 04, dated April 6, 2017. The initial compliance times for new or revised tasks are the minimum intervals or times specified in Airbus

A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 5 Fuel Airworthiness Limitations (FAL), Revision 04, dated April 6, 2017, or within 30 days after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions, Intervals, or Critical Design Configuration Control Limitations (CDCCLs)

After the maintenance or inspection program has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections), intervals, or CDCCLs may be used unless the actions, intervals, and CDCCLs are 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 2016-20-12

Accomplishing the actions required by this AD terminates all requirements of AD 2016-20-12.

(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 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 2017-0169, dated September 7, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0300.

(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 5 Fuel Airworthiness Limitations (FAL), Revision 04, dated April 6, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EIAS, Rond-Point Emile Dewoitine No: 2, 31700 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 August 17, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-22 Airbus SAS: Amendment 39-19376; Docket No. FAA-2018-0411; Product Identifier 2017-NM-157-AD.

(a) Effective Date

This AD is effective October 4, 2018.

(b) Affected ADs

This AD affects AD 2016-25-23, Amendment 39-18749 (81 FR 90971, December 16, 2016) ("AD 2016-25-23").

(c) Applicability

This AD applies to Airbus SAS Model A319-115 and -132 airplanes, and Model A320-214, -216, -232, and -233 airplanes, certificated in any category, all manufacturer serial numbers on which Airbus modification 154327 has been embodied in production, except those on which Airbus modification 158740 has been embodied.

(d) Subject

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

(e) Reason

This AD was prompted by a report indicating that certain modified airplanes do not have electrical ground wires on the fuel level sensing control unit (FLSCU), which adversely affects the fuel gravity feeding operation. We are issuing this AD to prevent reduced fuel pressure at the engine inlet, potentially resulting in an uncommanded in-flight shutdown when flying at the fuel gravity feed ceiling levels.

(f) Compliance

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

(g) Modification

Within 24 months after the effective date of this AD, modify the FLSCU wiring in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-28-1242, Revision 01, dated October 3, 2017.

(h) Terminating Action for AD 2016-25-23 and Amendment of the Airplane Flight Manual (AFM)

Modification of an airplane as required by paragraph (g) of this AD terminates all of the requirements of AD 2016-25-23 for that airplane. After modification of an airplane as required by paragraph (g) of this AD, remove Airbus A318/A319/A320/A321 Temporary Revision TR695, Issue 1.0, dated August 1, 2016; or Airbus A318/A319/A320/A321 Temporary Revision TR699, Issue 1.0, dated August 1, 2016; as applicable; and Airbus A318/A319/A320/A321 Temporary Revision TR700, Issue 1.0, dated August 1, 2016, from the applicable AFM of that airplane.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-28-1242, dated December 21, 2016.

(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 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.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0216, dated October 30, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0411.

(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; phone 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 Service Bulletin A320-28-1242, Revision 01, dated October 3, 2017.

(ii) Reserved.

(3) For Airbus SAS service information identified in this AD, contact Airbus SAS, Airworthiness Office–EIAS, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; phone: +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 August 17, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-17-23 The Boeing Company: Amendment 39-19377; Docket No. FAA-2018-0272; Product Identifier 2018-NM-005-AD.

(a) Effective Date

This AD is effective October 4, 2018.

(b) Affected ADs

None.

(c) Applicability

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

(2) Installation of Supplemental Type Certificate (STC) ST01219SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01219SE is installed, a "change in product" alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report indicating that during a fleet survey on a retired Model 737 airplane, cracking was found common to the number 3 windshield assembly, aft sill web. We are issuing this AD to address such cracking at this location, which could adversely affect the structural integrity of the windshield assembly.

(f) Compliance

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

(g) Required Actions for Group 1 Airplanes

For airplanes identified as Group 1 in Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017: Within 120 days after the effective date of this AD, do an inspection to correct the unsafe condition, using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(h) Required Actions for Group 2 Airplanes

For airplanes identified as Group 2 in Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017: Except as required by paragraph (i) of this AD, at the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017.

Note 1 to paragraph (h) of this AD: Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 737-53A1377, dated December 11, 2017, which is referred to in Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017.

(i) Exceptions to Service Information Specifications

(1) For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017, uses the phrase "the original issue date of Requirements Bulletin 737-53A1377 RB," this AD requires using "the effective date of this AD."

(2) Where Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017, specifies contacting Boeing for repair instructions, this AD requires repair using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-Requests@faa.gov.

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

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

(k) Related Information

For more information about this AD, contact David Truong, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5224; fax: 562-627-5210; email: david.truong@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Requirements Bulletin 737-53A1377 RB, dated December 11, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Contractual & Data Services (C&DS), 2600 Westminster 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, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on August 17, 2018.

Michael Kaszycki,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-18-04 Airbus SAS: Amendment 39-19383; Docket No. FAA-2018-0766; Product Identifier 2018-NM-111-AD.

(a) Effective Date

This AD becomes effective September 14, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A350-941 and -1041 airplanes, certificated in any category, as identified in Airbus Alert Operators Transmission (AOT) A26P004-18, Revision 00, dated June 26, 2018.

(d) Subject

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

(e) Reason

This AD was prompted by a report of protective caps that were not removed from fire extinguishing lines in certain areas of the engines. We are issuing this AD to address protective caps remaining on fire extinguishing lines in certain areas of the engines, which could, in case of an engine fire, prevent extinguishing that engine fire, possibly resulting in reduced control of the airplane.

(f) Compliance

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

(g) Inspection for Caps

Within 4 months after the effective date of this AD, accomplish a detailed inspection of the affected areas in accordance with paragraph 4.2.2, Inspection Requirements, of Airbus Alert Operators Transmission (AOT) A26P004-18, Revision 00, dated June 26, 2018.

(h) Corrective Action

If, during the inspection required by paragraph (g) of this AD, any protective cap is found installed, before next flight, do all applicable corrective actions (removing the cap or cleaning out any melted caps) in accordance with paragraph 4.2.3, Findings, of Airbus Alert Operators Transmission (AOT) A26P004-18, Revision 00, dated June 26, 2018.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or 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): 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 2018-0154, dated July 19, 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-2018-0766.

(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.

(3) 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. 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.

(k) Material Incorporated by Reference

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

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

(i) Airbus Alert Operators Transmission (AOT) A26P004-18, Revision 00, dated June 26, 2018.

(ii) Reserved.

(3) 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.

(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 August 21, 2018.

James Cashdollar,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-18-05 ATR-GIE Avions de Transport Régional: Amendment 39-19384; Docket No. FAA-2018-0391; Product Identifier 2017-NM-165-AD.

(a) Effective Date

This AD is effective October 5, 2018.

(b) Affected ADs

This AD affects the ADs specified in paragraphs (b)(1), (b)(2), and (b)(3) of this AD.

(1) AD 2000-17-09, Amendment 39-11883 (65 FR 53897, September 6, 2000) ("AD 2000-17-09").

(2) AD 2008-04-19 R1, Amendment 39-16069 (74 FR 56713, November 3, 2009) ("AD 2008-04-19 R1").

(3) AD 2015-26-09, Amendment 39-18357 (81 FR 1483, January 13, 2016) ("AD 2015-26-09").

(c) Applicability

This AD applies to ATR-GIE Avions de Transport Régional Model ATR42-200, -300, and -320 airplanes, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness dated on or before October 17, 2016.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time limits/maintenance checks.

(e) Reason

This AD was prompted by a determination that more restrictive maintenance instructions and airworthiness limitations are necessary. We are issuing this AD to prevent 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 maintenance or inspection program, as applicable, to incorporate the information specified in the Airworthiness Limitations (ALS) and Certification Maintenance Requirements (CMR) sections of ATR ATR42-200/-300/-320, Time Limits Document (TL), Revision 8, dated October 17, 2016. The initial compliance time for accomplishing the tasks is at the applicable times specified in the ALS and CMR sections of ATR ATR42-200/-300/-320, Time Limits Document (TL), Revision 8, dated October 17, 2016, or within

90 days after the effective date of this AD, whichever occurs later, except as specified in paragraph (h) of this AD.

(h) Initial Compliance Times for Certain CMR Tasks

For the CMR tasks listed in figure 1 to paragraph (h) of this AD, the initial compliance time for accomplishing the tasks is at the applicable time specified in the ALS and CMR sections of ATR ATR42-200/-300/-320, Time Limits Document (TL), Revision 8, dated October 17, 2016, or within the compliance time specified in figure 1 to paragraph (h) of this AD, whichever occurs later.

Figure 1 to paragraph (h) of this AD – *Grace period for CMR tasks*

CMR task	Compliance Time
213100-1	Within 550 flight hours or 3 months, whichever occurs first after the effective date of this AD
213100-2	
213100-3	

(i) No Alternative Actions and Intervals

After the maintenance or inspection program, as applicable, has been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (k)(1) of this AD.

(j) Terminating Action for Certain ADs

Accomplishing the actions required by this AD terminates all requirements of AD 2000-17-09, AD 2008-04-19 R1, and AD 2015-26-09 for ATR–GIE Avions de Transport Régional Model ATR42-200, -300, and -320 airplanes only.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0221R1, dated December 15, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0391.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 980198; telephone and fax 206-231-3220.

(m) Material Incorporated by Reference

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

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

(i) ATR ATR42-200/-300/-320, Time Limits Document (TL), Revision 8, dated October 17, 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1 Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email continued.airworthiness@atr-aircraft.com; http://www.atr-aircraft.com. 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.

(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 August 21, 2018.
James Cashdollar,
Acting Director, System Oversight Division,
Aircraft Certification Service.