

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**LARGE AIRCRAFT  
BIWEEKLY 2018-16**

*7/23/2018 - 8/5/2018*



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<br>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   |

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| <b>Biweekly 2018-05</b>   |              |                                  |  |
| 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  |
| <b>Biweekly 2018-06</b>   |              |                                  |  |
| 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   |
| <b>Biweekly 2018-07</b>   |              |                                  |  |
| 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   |
| <b>Biweekly 2018-08</b>   |              |                                  |  |
| 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   |
| <b>Biweekly 2018-09</b>   |              |                                  |  |
| 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   |
| <b>Biweekly 2018-10</b>   |              |                                  |  |
| 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   |
| <b>Biweekly 2018-11</b>   |               |   |   |
| 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   |
| <b>Biweekly 2018-12</b>   |               |   |   |
| 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   |
| <b>Biweekly 2018-13</b>   |               |   |   |
| 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   |
| <b>Biweekly 2018-14</b>   |               |   |   |
| 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 |

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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 | R 2016-01-11 | The Boeing Company                   | 767-300 and -300F series airplanes   |                            |
| 2018-13-08 |              | 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 |



**2018-07-04 The Boeing Company:** Amendment 39-19235; Docket No. FAA-2017-0805; Product Identifier 2017-NM-051-AD.

**(a) Effective Date**

This AD is effective September 10, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all The Boeing Company Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87) airplanes, Model MD-88 airplanes, and Model MD-90-30 airplanes, certificated in any category.

**(d) Subject**

Air Transport Association (ATA) of America Code 30, Ice and rain protection.

**(e) Unsafe Condition**

This AD was prompted by a report of loss of airspeed indication due to icing. We are issuing this AD to prevent operation of unheated air data sensors in icing conditions. Failure to activate the air data heat (ADH) system in icing conditions could result in irregular airspeed or altitude indications, which could possibly result in a runway overrun during a high speed rejected takeoff (RTO) due to failure to rotate before the end of the runway, or a stall/overspeed during flight.

**(f) Compliance**

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

**(g) Required Actions**

At the applicable time specified in paragraph (g)(1) or (g)(2) of this AD: Do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin MD80-30A132, dated April 28, 2017; or Boeing Alert Service Bulletin MD90-30A031, dated June 2, 2017; as applicable; except as required by paragraph (h) of this AD.

(1) For Model DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and Model MD-88 airplanes: Within 28 months after the effective date of this AD.

(2) For Model MD-90-30 airplanes: Within 27 months after the effective date of this AD.

### **(h) Exception to Certain Service Information Specifications**

Where Boeing Alert Service Bulletin MD80-30A132, dated April 28, 2017, specifies contacting Boeing, and specifies that action as “RC” (Required for Compliance): This AD requires using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

### **(i) Minimum Equipment List (MEL)**

In the event that the ADH system as modified by this AD is inoperable, an airplane may be operated as specified in the operator's MEL, provided provisions that address the modified ADH system are included in the MEL.

### **(j) Alternative Methods of Compliance (AMOCs)**

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

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

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

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

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

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

### **(k) Related Information**

For more information about this AD, contact Eric Igama, Aerospace Engineer, Systems and Equipment Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5388; fax: 562-627-5210; email: roderick.igama@faa.gov.

### **(l) Material Incorporated by Reference**

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

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

(i) Boeing Alert Service Bulletin MD80-30A132, dated April 28, 2017.

(ii) Boeing Alert Service Bulletin MD90-30A031, dated June 2, 2017.

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

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

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

Issued in Des Moines, Washington, on March 20, 2018.

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



**2018-13-07 Rolls-Royce plc:** Amendment 39-19319; Docket No. FAA-2018-0590; Product Identifier 2018-NE-24-AD.

**(a) Effective Date**

This AD is effective August 7, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Rolls Royce plc (RR) Trent 1000-A, Trent 1000-C, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan engine models.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

**(e) Unsafe Condition**

This AD was prompted by reports of intermediate-pressure compressor (IPC) rotor blade cracks, which could lead to separations resulting in engine failures. We are issuing this AD to prevent failure of the IPC. The unsafe condition, if not addressed, 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) Inspect the IPC stage 1 rotor blades, at the applicable compliance times specified in paragraphs (g)(1)(i), (ii), or (iii) after the effective date of this AD, whichever comes first:

(i) Within 30 days for the serial number IPC modules installed in the referenced serial number engines listed in Group 1 in Appendix 1 of RR Alert Non-Modification Service Bulletin (NMSB) Trent 1000 72-AK130, dated June 11, 2018, using the Accomplishment Instructions, paragraph 3.A.(1)(a), of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018.

(ii) Within 60 days for all IPC modules not listed in Group 1 in Appendix 1 of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018, using the Accomplishment Instructions, paragraph 3.A.(1)(a), of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018. Those serial number IPC modules specifically identified in Group 2 in Appendix 1 of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018, do not require inspection.

(iii) At the next engine shop visit, using the Accomplishment Instructions, paragraph 3.A.(2)(a), of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018.

(2) For IPC modules with 1,000 or more flight cycles, inspect the IPC stage 2 rotor blades and IPC stage 2 dovetail posts within 30 days of the effective date of this AD or at the next engine shop visit, whichever comes first.

(i) For IPC stage 2 rotor blades and IPC stage 2 dovetail posts inspected on-wing, use Accomplishment Instructions, paragraphs 3.B.(1)(a) and 3.C.(1)(a), of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018.

(ii) For IPC stage 2 rotor blades and IPC stage 2 dovetail posts inspected in shop, use Accomplishment Instructions, paragraphs 3.B.(2)(a) and 3.C.(2)(a), of RR Alert NMSB Trent 1000 72-AK130, dated June 11, 2018.

(3) For engines that are in an engine shop visit on the effective date of this AD, inspect IPC stage 1 rotor blades, IPC stage 2 rotor blades, and IPC stage 2 dovetail posts before returning the engine to service.

(4) If any IPC stage 1 rotor blade, IPC stage 2 rotor blade, or an IPC shaft stage 2 dovetail post is found cracked during any inspection required by this AD, remove the part from service and replace the part with a part eligible for installation before further flight.

#### **(h) Definition**

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 (lettered flanges). The separation of engine flanges solely for the purpose of transportation of the engine without subsequent engine maintenance does not constitute an engine shop visit.

#### **(i) Special Flight Permits**

(1) Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are subject to the requirements of paragraph (i)(1)(i) of this AD.

(i) Operators who are prohibited from further flight due to an IPC stage 1 rotor blade, IPC stage 2 rotor blade, or an IPC stage 2 dovetail post being found cracked, may perform a one-time non-revenue ferry flight to a location where the engine can be removed from service. This ferry flight must be performed without passengers, involve non-extended operations (ETOPS), and consume no more than three flight cycles.

(ii) Reserved.

(2) Reserved.

#### **(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) Refer to European Aviation Safety Agency (EASA) AD 2018-0128, dated June 12, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0590.

**(l) Material Incorporated by Reference**

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

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

(i) Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin (NMSB) Trent 1000 72-AK130, Initial issue, dated June 11, 2018.

(ii) Reserved.

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

(4) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA. 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 July 17, 2018.

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



**2018-14-12 General Electric Company:** Amendment 39-19332; Docket No. FAA-2018-0224; Product Identifier 2018-NE-01-AD.

**(a) Effective Date**

This AD is effective August 30, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to General Electric Company (GE) 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 with air/oil extension duct, part number (P/N) 2332M85P01 or 2331M25G03, installed.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by reports of a center vent tube (CVT) failure. We are issuing this AD to prevent failure of the CVT. The unsafe condition, if not addressed, 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 Action**

At the next engine shop visit after the effective date of this AD, remove air/oil extension ducts, P/N 2332M85P01 or 2331M25G03, and replace with a part eligible for installation.

**(h) 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 case flanges, except for the following situations, which do not constitute an engine shop visit:

(1) Separation of engine flanges solely for the purposes of transportation of the engine without subsequent maintenance.

(2) Separation of engine flanges solely for the purpose of replacing the fan or propulsor without subsequent maintenance.

**(i) Installation Prohibition**

After the effective date of this AD, do not install an air/oil extension duct, P/N 2332M85P01 or 2331M25G03, into a fan mid shaft assembly.

**(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 Herman Mak, Aerospace Engineer, ECO Branch, FAA, 1200 District Ave., Burlington, MA 01803; phone: 781-238-7147; fax: 781-238-7199; email: herman.mak@faa.gov.

**(l) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on July 19, 2018.  
Karen M. Grant,  
Acting Manager, Engine and Propeller Standards Branch,  
Aircraft Certification Service.



**2018-15-01 Rolls-Royce plc:** Amendment 39-19333; Docket No. FAA-2017-1237; Product Identifier 2017-NE-43-AD.

**(a) Effective Date**

This AD is effective August 7, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Rolls-Royce plc (RR) 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 engine models with engine serial numbers identified in Appendix 1, Table 1, of RR Alert Non-Modification Service Bulletin (NMSB) TRENT 1000 72-AJ992, Revision 1, dated January 3, 2018, or Appendix 1, Table 1, of RR Alert NMSB TRENT 1000 72-AJ992, Revision 2, dated April 16, 2018, except those that have incorporated RR Service Bulletin (SB) Trent 1000 72-H818, dated November 14, 2016.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by operating restrictions that have been defined for certain engines with intermediate-pressure turbine (IPT) blades susceptible to shank corrosion and possible blade separation. These restrictions define when an engine can no longer be installed on an airplane together with other engines susceptible to the same failure. We are issuing this AD to prevent the simultaneous failure of both engines. This unsafe condition, if not addressed, could result in a dual engine in-flight shutdown and loss of 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, for any affected engine identified in Appendix 1, Table 1, of RR Alert NMSB TRENT 1000 72-AJ992, Revision 1, dated January 3, 2018; or Appendix 1, Table 1, of RR Alert NMSB TRENT 1000 72-AJ992, Revision 2, dated April 16, 2018, installed with another affected engine, listed in the same table, on the same airplane, remove one of the engines

from the airplane before both engines exceed their respective IPT blade cyclic life limit identified in Appendix 1, Table 1, of the respective NMSB, or within 20 flight cycles, whichever occurs later.

#### **(h) Installation Prohibition**

(1) Engines listed in each group in Appendix 1, Table 1, of RR Alert NMSB Trent 1000 72-AJ992, Revision 1, dated January 3, 2018, or Appendix 1, Table 1, of Alert NMSB Trent 1000 72-AJ992, Revision 2, dated April 16, 2018, are not to be installed on an airplane together with an engine listed in a different group in the same table once they have exceeded their IPT blade cyclic life limit identified in Appendix 1, Table 1 of the respective NMSB.

(2) Engines listed in Appendix 1, Table 1, of RR Alert NMSB Trent 1000 72-AJ992, Revision 1, dated January 3, 2018, or Appendix 1, Table 1, of RR Alert NMSB Trent 1000 72-AJ992, Revision 2, dated April 16, 2018, may not be installed on an airplane with engines that have IPT blades installed in accordance with RR NMSB Trent 1000 72-J442, Revision 1, dated February 21, 2018, or Initial Issue, dated September 21, 2016; or RR NMSB Trent 1000 72-J465, Revision 2, dated February 28, 2018, or Revision 1, dated January 10, 2017, or Initial Issue, dated December 22, 2016.

#### **(i) Terminating Action**

Modification of an engine in accordance with the instructions of RR SB Trent 1000 72-H818, dated November 14, 2016, constitutes terminating action for the requirements of this AD for that engine.

#### **(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) Refer to European Aviation Safety Agency (EASA) AD 2018-0086, dated April 17, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-1237.

#### **(l) Material Incorporated by Reference**

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

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

(i) Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin (NMSB) Trent 1000-72-AJ992, Revision 1, dated January 3, 2018.

(ii) RR Alert NMSB Trent 1000-72-AJ992, Revision 2, dated April 16, 2018.

(iii) RR Service Bulletin Trent 1000 72-H818, dated November 14, 2016.

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

(4) You may view this service information at FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA 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 July 17, 2018.

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



**2018-15-03 The Boeing Company:** Amendment 39-19335; Docket No. FAA-2018-0114; Product Identifier 2017-NM-167-AD.

**(a) Effective Date**

This AD is effective August 27, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to The Boeing Company Model 787 series airplanes, certificated in any category, powered by Rolls Royce Trent 1000 engines.

**(d) Subject**

Air Transport Association (ATA) of America Code 78, Engine Exhaust System.

**(e) Unsafe Condition**

This AD was prompted by reports of failures of the inner fixed structure (IFS) forward upper fire seal and damage to thermal insulation blankets in the forward upper area of the thrust reverser (TR). We are issuing this AD to prevent failure of the IFS forward upper fire seal, which causes the loss of seal pressurization and allows fan bypass air to enter the engine core compartment. Fan bypass air entering the engine core compartment could degrade the ability to detect and extinguish an engine fire, resulting in an uncontrolled fire. Furthermore, fan bypass air entering the engine core compartment could cause damage to the TR insulation blanket, resulting in thermal damage to the TR inner wall, the subsequent release of engine exhaust components, and consequent damage to critical areas of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

For Model 787-8 and 787-9 series airplanes identified in Boeing Alert Service Bulletin B787-81205-SB780033-00, Issue 001, dated November 1, 2017 (“BASB B787-81205-SB780033-00, Issue 001”): Within 36 months after the effective date of this AD, do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of BASB B787-81205-SB780033-00, Issue 001.

**(h) Parts Installation Prohibition**

For Model 787 series airplanes powered by Rolls Royce Trent 1000 engines, as of the effective date of this AD, no person may install a thrust reverser with an IFS forward upper fire seal having part number (P/N) 725Z3171-127 or P/N 725Z3171-128.

**(i) Alternative Methods of Compliance (AMOCs)**

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

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

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

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

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

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

**(j) Related Information**

For more information about this AD, contact Tak Kobayashi, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3553; email: Takahisa.Kobayashi@faa.gov.

**(k) Material Incorporated by Reference**

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

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

(i) Boeing Alert Service Bulletin B787-81205-SB780033-00, Issue 001, dated November 1, 2017.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 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 July 13, 2018.

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



**2018-15-05 Airbus SAS:** Amendment 39-19337; Docket No. FAA-2018-0636; Product Identifier 2018-NM-097-AD.

**(a) Effective Date**

This AD becomes effective August 7, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus SAS Model A319-115, -132, and -133 airplanes; and Model A320-214, -216, -232, -233, -251N, and -271N airplanes; certificated in any category, having manufacturer serial numbers as identified in Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of safety pins that had been installed on the inflation reservoirs of escape slides/slide rafts during production, but had not been removed and stowed in the stowage pocket of the soft cover of the pack assembly. We are issuing this AD to address safety pins that had been installed on the inflation reservoirs of escape slides/slide rafts during production but had not been removed, which would prevent deployment of the escape slide/slide raft when required in case of emergency and could result in injury to the occupants.

**(f) Compliance**

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

**(g) Definition of Affected Escape Slides/Slide Rafts**

For purposes of this AD, affected escape slides/slide rafts are those installed on the left-hand and right-hand forward and aft passenger doors.

**(h) Inspection**

Within 750 flight hours, or 750 flight cycles, or 4 months, whichever occurs first after the effective date of this AD, do a general visual inspection of each affected escape slide/slide raft to

determine whether the safety pin is installed on the slide inflation reservoir, in accordance with Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

**(i) Corrective Action**

If, during the inspection required by paragraph (h) of this AD, a safety pin is found installed, before further flight, remove and stow the affected pin, in accordance with Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

**(j) Credit for Previous Actions**

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

- (1) Airbus Alert Operators Transmission A25N012-17, dated December 14, 2017.
- (2) Airbus Alert Operators Transmission A25N012-17, Revision 01, dated April 11, 2018.

**(k) Reporting Specifications**

Although Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018, specifies submitting a report to Airbus, this AD does not require a report.

**(l) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

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

**(m) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0129, dated June 15, 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-2018-0636.

(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 206-231-3323.

**(n) Material Incorporated by Reference**

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

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

(i) Airbus Alert Operators Transmission A25N012-17, Revision 02, dated May 29, 2018.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EIAS, 2 Rond-Point Emile Dewoitine, 31700 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email [account.airworth-eas@airbus.com](mailto: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 July 13, 2018.

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



**2018-16-05 The Boeing Company:** Amendment 39-19345; Docket No. FAA-2018-0110; Product Identifier 2017-NM-125-AD.

**(a) Effective Date**

This AD is effective September 10, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

(1) This AD applies to The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE is installed, a “change in product” alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by bolt rotation in the engine drag fitting joint and fasteners heads; an inspection of the fastener holes revealed that cracks were found in the skin on two airplanes. We are issuing this AD to detect and correct cracking in the wing upper skin and forward drag fittings, which could lead to a compromised upper link and reduced structural integrity of the engine strut.

**(f) Compliance**

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

**(g) Required Actions**

Except as required by paragraph (h) of this AD: At the applicable times specified in the “Compliance” paragraph of Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017.

Note 1 to paragraph (g) of this AD: Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 757-57A0073, dated July 14, 2017, which is referred to in Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017.

#### **(h) Exceptions to Service Information Specifications**

(1) For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017, uses the phrase “the original issue date of the requirements bulletin,” this AD requires using “the effective date of this AD.”

(2) Where Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017, specifies contacting Boeing, this AD requires repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(3) Where Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017, specifies a dye-penetrant inspection for cracks in the fillet between head and shank on the removed fasteners,” this AD allows a detailed inspection for cracks in the fillet between head and shank on the removed fasteners, as an optional method of compliance with the dye-penetrant inspection.

#### **(i) Alternative Methods of Compliance (AMOCs)**

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

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO Branch, 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.

#### **(j) Related Information**

(1) For more information about this AD, contact Chandra Ramdoss, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5239; fax: 562-627-5210; email: chandraduth.ramdoss@faa.gov.

(2) 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>. You may view this referenced 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 the AD specifies otherwise.

(i) Boeing Alert Requirements Bulletin 757-57A0073 RB, dated July 14, 2017.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 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 July 24, 2018.

James Cashdollar,  
Acting Director, System Oversight Division,  
Aircraft Certification Service.



**2018-16-07 General Electric Company:** Amendment 39-19347; Docket No. FAA-2018-0630; Product Identifier 2018-NE-25-AD.

**(a) Effective Date**

This AD is effective August 15, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to General Electric Company (GE) 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 with a high-pressure turbine (HPT) stator case (HPT case), part number (P/N) 2302M90G04 installed, and with any serial number (S/N) listed in Table 1, 2, or 3, in the Planning Information section of GE Service Bulletin (SB) GEnx-2B S/B 72-0360, Revision 03, dated June 29, 2018, or GEnx-1B S/B 72-0424, Revision 03, dated June 29, 2018, installed.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by the discovery of a quality escape at a manufacturing facility involving unapproved welds on HPT cases. We are issuing this AD to prevent failure of the HPT case. The unsafe condition, if not addressed, could result in engine fire and damage to the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) For HPT cases listed in Planning Information, Table 1 or 2, of GE SBs GEnx-2B S/B 72-0360, Revision 03, dated June 29, 2018 and GEnx-1B S/B 72-0424, Revision 03, dated June 29, 2018, determine the lesser of the following: Cycles since new (CSN) or cycles since Class A fluorescent penetrant inspection (CSFPI) of the entire HPT case.

(2) Using the determination made in paragraph (g)(1) of this AD, remove from service the HPT case after the effective date of this AD as specified in Table 1 to paragraph (g) of this AD. Replace the removed HPT case with a part eligible for installation.

**Table 1 to Paragraph (g) of this AD – Compliance Times**

| <b>CSN or CSFPI of HPT case</b> | <b>Remove from Service<br/>(cycles after the effective<br/>date of this AD)</b> |
|---------------------------------|---|
| Less than 1000                  | 150 cycles  |
| 1000 to 2000                    | 125 cycles  |
| 2001 to 3000                    | 100 cycles  |
| 3001 to 4000                    | 75 cycles   |
| 4001 to 5000                    | 50 cycles   |
| 5001 or more                    | 25 cycles   |

(3) Remove from service HPT cases listed in Planning Information, Table 3, of GE SBs GENx-2B S/B 72-0360, Revision 03, dated June 29, 2018 or GENx-1B S/B 72-0424, Revision 03, dated June 29, 2018, prior to exceeding 10 cycles after the effective date of this AD or exceeding the CSN limits listed in Table 3, whichever comes later. Replace the removed HPT case with a part eligible for installation.

#### **(h) Installation Prohibition**

(1) After the effective date of this AD, do not install any affected HPT case onto any engine.

(2) After the effective date of this AD, HPT cases listed in Planning Information, Table 3, in GE SB GENx-2B S/B 72-0360, Revision 03, dated June 29, 2018 or GENx-1B S/B 72-0424, Revision 03, dated June 29, 2018, and any higher level assemblies with these parts installed, may not be removed from a GENx-2B engine and installed on a GENx-1B engine or removed from a GENx-1B engine and installed on a GENx-2B engine.

#### **(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) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

#### **(j) Related Information**

For more information about this AD, contact Herman Mak, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7147; fax: 781-238-7199; email: herman.mak@faa.gov.

**(k) Material Incorporated by Reference**

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

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

(i) General Electric Company (GE) Service Bulletin (SB) GENx-2B S/B 72-0360, Revision 03, dated June 29, 2018.

(ii) GE SB GENx-1B S/B 72-0424, Revision 03, dated June 29, 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](mailto:aviation.fleetsupport@ge.com).

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

(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 July 25, 2018.

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