FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2018-25

11/26/2018 - 12/9/2018

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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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

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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

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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
Biweekly 2018-19			
2018-17-12		General Electric Company	GE90-76B, GE90-77B, GE90-85B, GE90-90B, and GE90-94B turbofan engines
2018-17-13		Rolls-Royce Deutschland Ltd & Co KG	Tay 620-15 turbofan engines
2018-17-24		Airbus SAS	A350-941 airplanes
2018-17-25		Airbus SAS	A350-941 and -1041 airplanes
2018-18-03		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-18-06	R 2013-02-04	Rolls-Royce plc	RB211-Trent 970-84, RB211-Trent 970B-84, RB211-Trent 972-84, RB211-Trent 972B-84, RB211-Trent 977-84, RB211-Trent 977B-84, and RB211-Trent 980-84 turbofan engines
2018-18-07		The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2018-18-08		Airbus SAS	A330, A340 airplanes
2018-18-09		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2018-18-10		Airbus Defense and Space S.A.	CN-235, CN-235-100, CN-235-200, CN-235-300, and C-295 airplanes
2018-18-13		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-18-14		Rolls-Royce Deutschland Ltd & Co KG	BR700-710A2-20, BR700-710C4-11 turbofan engines
2018-18-16	R 2018-12-08	Airbus SAS	A330, A340 airplanes
2018-18-17	R 2016-13-06	Saab AB, Saab Aeronautics	340A (SAAB/SF340A), 340B airplanes
Biweekly 2018-20			
2018-16-09		The Boeing Company Airplanes	737-100, -200, -200C, -300, -400, and -500 Note: This AD was inadvertently left out of BW 2018-17
2018-16-13		Zodiac Seats France	537-Series Cabin Attendant Seats
2018-18-15		Rolls-Royce plc	RB211-Trent 875-17, 877-17, 884-17, 884B-17, 892-17, 892B-17 and 895-17 turbofan engines
2018-18-18		Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2018-18-19		Airbus SAS	A300 and A310 airplanes
2018-18-20		Airbus SAS	A300 and A310 airplanes
2018-18-21		Airbus SAS	A300 and A310 airplanes
2018-19-02		Airbus Defense and Space S.A.	C-212-CB, C-212-CC, C-212-CD, C-212-CE, and C-212-DF airplanes
2018-19-03		Fokker Services B.V.	F28 Mark 0070 and 0100 airplanes
2018-19-04		Learjet, Inc.	28, 29, 31, 31A, 35, 35A, 36, 36A, 55, 55B, 55C, and 60 airplanes
2018-19-05		Dassault Aviation	MYSTERE-FALCON 900 airplanes
2018-19-12	R 2015-17-04	Bombardier, Inc.	CL-600-2C10, -2D15, and -2D24 airplanes
2018-19-13		328 Support Services GmbH	328-100 and -300 airplanes
2018-19-14		Dassault Aviation	FALCON 2000 and FALCON 2000EX airplanes
2018-19-17		Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes
2018-19-19		Airbus SAS	A350-941 airplanes
2018-19-20	R 2010-25-06	The Boeing Company	737-200, -300, -400, and -500 series airplanes

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2018-19-21		The Boeing Company	707-100 long body, -200, -100B long body, -100B short body, -300, -300B, -300C, and -400 series; 720 and 720B series airplanes
2018-19-25		Dassault Aviation	FALCON 2000 airplanes
2018-19-28		Embraer S.A.	ERJ 190-100 ECJ, -100 STD, -100 LR, and -100 IGW; and Model ERJ 190-200 STD, -200 LR, and -200 IGW airplanes
2018-19-30		BAE Systems (Operations) Limited	4101 airplanes
2018-19-31		Airbus SAS	A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2018-19-32		The Boeing Company	707-100 Long Body, -200, -100B Long Body, and -100B Short Body; 707-300, -300B, -300C, and -400; and 720 and 720B series airplanes
2018-19-33		Airbus SAS	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2018-20-02	R 98-18-24	Airbus SAS	A320-211 and A320-231 airplanes
2018-20-04		Gulfstream Aerospace Corporation	GVI airplanes
2018-20-05		The Boeing Company	727C, 727-100, 727-100C, 727-200, and 727-200F series airplanes
Biweekly 2018-21			
2018-17-14		General Electric Company	CF34-8E turbofan engines
2018-18-01	R 2018-10-11	CFM International S.A.	CFM56-7B engines
2018-19-06		Dassault Aviation	FALCON 900EX airplanes
2018-19-07		Airbus SAS	A300, A310 airplanes
2018-19-15		GEVEN S.p.A.	Type D1-02 and D1-03 in-arm table, standard, and last row seats
2018-19-16		CFM International S.A.	CFM LEAP-1A23, -1A24, -1A24E1, -1A26, -1A26E1, -1A26CJ, -1A29, -1A29CJ, -1A30, -1A32, -1A33, -1A33B2, and -1A35A turbofan engines
2018-19-18		Airbus SAS	A300 B4-603, A300 B4-620, A300 B4-622, A300 B4-605R, A300 B4-622R, A300 C4-605R Variant F, and A300 F4-605R airplanes
2018-19-22		General Electric Company	CF34-10A16, CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, CF34-10E7, and CF34-10E7-B turbofan engines
2018-19-23	R 2013-01-02	The Boeing Company	747 and 757 airplanes
2018-19-24		BAE Systems (Operations) Limited	4101 airplanes
2018-19-26		Dassault Aviation	MYSTERE-FALCON 200 airplanes
2018-19-27		Dassault Aviation	FALCON 2000EX airplanes
2018-19-29		Airbus SAS	A330 and A340 airplanes
2018-20-06	R 2016-25-03	Airbus SAS	A300 F4-605R and A300 F4-622R airplanes
2018-20-07		Dassault Aviation	MYSTERE-FALCON 50 airplanes
2018-20-08		Airbus SAS	A318, A319, A320, and A321 airplanes
2018-20-10		Airbus SAS	A350-941 airplanes
2018-20-13		The Boeing Company	737 (see AD), 757, and 767 airplanes
Biweekly 2018-22			
2018-20-11		Bombardier, Inc.	DHC-8-301, -311, and -315 airplanes
2018-20-12		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2018-20-13		The Boeing Company	737, 757, 767 series airplanes (see AD)
2018-20-14		ATR-GIE Avions de Transport Régional	ATR42-500 airplanes
2018-20-15	R 2015-09-07	The Boeing Company	787-8 and 787-9 airplanes
2018-20-16	R 2013-11-12	Bombardier, Inc.	BD-100-1A10 airplanes
2018-20-17	R 2012-22-10	Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-20-18		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2018-20-19	R 2017-16-07	Airbus SAS	A330, A340 airplanes
2018-20-20		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2018-20-21		Bombardier, Inc.	CL-600-2B16 (CL-604 Variants) airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; S – Supersedes; R – Replaces, A – Affects			
2018-20-22		General Electric Company	GE90-110B1, GE90-113B, and GE90-115B turbofan engines
2018-20-23	R 2017-07-04	General Electric Company	GE90-110B1 and GE90-115B turbofan engines
2018-20-24		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2018-21-01	R 2017-20-06	Honeywell International Inc.	AS907-1-1A turbofan engines
2018-21-03		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2018-21-05		Airbus SAS	A319-131, A319-132, A319-133, A320-231, A320-232, A320-233, A321-131, A321-231, and A321-232 airplanes
2018-21-07		Airbus SAS	A330 airplanes
2018-21-08		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-21-09	R 2006-07-26	ATR-GIE Avions de Transport Régional	ATR42-200, -300, -320, and -500 airplanes
2018-22-03	R 2016-24-03	Bombardier, Inc.	DHC-8-400, -401 and -402 airplanes
2018-22-04	R 2017-01-02	The Boeing Company	787 series airplanes
Biweekly 2018-23			
2018-21-10		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2018-21-11		Pratt & Whitney Division	PW4074D, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2018-22-02		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2018-22-05		Engine Alliance	GP7270, GP7272, and GP7277 turbofan engines
2018-22-06		Pratt & Whitney	PW2037, PW2037M, and PW2040 turbofan engines
2018-22-08		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2018-22-09		The Boeing Company	787 series airplanes
2018-22-10	R 2016-04-16	The Boeing Company	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, and DC-10-40F; MD-10-10F, MD-10-30F, MD-11, and MD-11F airplanes
2018-22-12		Bombardier, Inc	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-22-13		Airbus SAS	A350-941 and -1041 airplanes
2018-23-03		Airbus SAS	A318, A319, A320, A321 airplanes
2018-23-05		Airbus SAS	A350-941, A350-1041 airplanes
2018-23-51		The Boeing Company	737-8 and -9 airplanes
Biweekly 2018-24			
2018-20-11		Bombardier, Inc.	DHC-8-301, -311, and -315 airplanes
2018-23-01		Zodiac Seats France	Cabin Attendant Seats, 536 Series
2018-23-02		Airbus SAS	A318, A319, A320, and A321 airplanes
2018-23-07		Airbus SAS	A350-941 airplanes
2018-23-09	R 2016-13-16	The Boeing Company	737-600, -700, -700C, -800, -900, and 900ER series airplanes
2018-23-10		Airbus SAS	A350-941 airplanes
2018-23-11		Airbus SAS	A319, A320, and A321 airplanes
2018-23-12		Zodiac Aero Evacuation Systems	Fusible plugs installed on emergency evacuation equipment
2018-23-15		Airbus SAS	A330 and A340 airplanes
Biweekly 2018-25			
2018-20-01		CFM International S.A.	LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1, and LEAP-1B28BBJ2 turbofan engines
2018-21-12		General Electric Company	GEnx-2B67, -2B67B, and -2B67/P turbofan engines
2018-23-13		The Boeing Company	747-8 and 747-8F series
2018-23-14		Airbus SAS	A330 airplanes
2018-23-51		The Boeing Company	737-8 and -9 airplanes
2018-24-02		Dassault Aviation	MYSTERE-FALCON 50, MYSTERE-FALCON 900, and FALCON 900EX airplane
2018-24-03		Dassault Aviation	Falcon 10 airplanes
2018-24-04		Airbus SAS	A330 airplanes

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; S – Supersedes; R – Replaces, A – Affects			
2018-24-05		Fokker Services B.V.	F28 Mark 0070, 0100, 1000, 2000, 3000, and 4000 airplanes
2018-25-01	R 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 engine models
2018-25-02		Airbus SAS	A318, A319, A320, A321 airplanes
93-14-19R1	R 93-14-19	The Boeing Company	767 series airplanes

2018-20-01 CFM International S.A.: Amendment 39-19435; Docket No. FAA-2018-0869; Product Identifier 2018-NE-32-AD.

(a) Effective Date

This AD is effective December 17, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to CFM International S.A. (CFM) LEAP-1B21, LEAP-1B23, LEAP-1B25, LEAP-1B27, LEAP-1B28, LEAP-1B28B1, LEAP-1B28B2, LEAP-1B28B2C, LEAP-1B28B3, LEAP-1B28BBJ1, and LEAP-1B28BBJ2 turbofan engines with a high-pressure turbine (HPT) stator case (HPT case), part number (P/N) 2541M81G01 installed, and with any HPT case serial number (S/N) listed in Table 1 or Table 2 of Planning Information, paragraph 3.A., of CFM Service Bulletin (SB) LEAP-1B-72-00-0193-01A-930A-D, Issue 003, dated November 5, 2018.

(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) After the effective date of this AD, remove the affected HPT case from service no later than the number of cycles in service specified in Table 1 or Table 2 of Planning Information, paragraph 3.A., of CFM SB LEAP-1B-72-00-0193-01A-930A-D, Issue 003, dated November 5, 2018.

(2) After removing the HPT case as required in paragraph (g)(1) of this AD, and before further flight, determine if the combustor diffuser nozzle (CDN) case, P/N 2548M30G01 to 2548M30G07, inclusive, and with any CDN case S/N listed in Table 1 or Table 2 of Planning Information, paragraph 3.A., of CFM SB LEAP-1B-72-00-0193-01A-930A-D, Issue 003, dated November 5, 2018, needs to be replaced as follows:

(i) Inspect the HPT case forward flange outer diameter using the Accomplishment Instructions, paragraphs 5.B.(1), 5.B.(2), and 5.B.(4) of CFM SB LEAP-1B-72-00-0193-01A-930A-D, Issue 003, dated November 5, 2018.

(ii) If, during the inspection required by paragraph (g)(2)(i) of this AD, you find an HPT case forward flange cracked across the full axial length of the outer diameter, remove the CDN case, P/N 2548M30G01 to 2548M30G07, inclusive, from service and, before further flight, replace with a part eligible for installation.

(h) 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 (i) 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.

(i) Related Information

For more information about this AD, contact Christopher McGuire, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7120; fax: 781-238-7199; email: chris.mcguire@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) CFM Service Bulletin LEAP-1B-72-00-0193-01A-930A-D, Issue 003, dated November 5, 2018.

(ii) [Reserved]

(3) For CFM service information identified in this AD, contact CFM International Inc., Aviation Operations Center, 1 Neumann Way, M/D Room 285, Cincinnati, OH 45125; phone: 877-432-3272; fax: 877-432-3329; 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 November 26, 2018.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2018-21-12 General Electric Company: Amendment 39-19470; Docket No. FAA-2018-0633; Product Identifier 2018-NE-22-AD.

(a) Effective Date

This AD is effective January 4, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) GEnx-2B67, -2B67B, and -2B67/P turbofan engines with top main fuel manifolds, part numbers (P/Ns) 2419M11G01, 2561M11G01, or 2546M11G01, or lower fuel manifolds, P/Ns 2419M12G01, 2561M12G01, or 2546M12G01, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7310, Engine Fuel Distribution.

(e) Unsafe Condition

This AD was prompted by low-cycle fatigue cracking of the fuel manifold leading to an engine fire. We are issuing this AD to prevent the failure of the fuel manifold. The unsafe condition, if not addressed, could result in failure of the fuel manifold, engine fire, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

At the next engine shop visit, remove the applicable fuel manifolds from service and replace with parts eligible for installation.

(h) Installation Prohibition

After the effective date of this AD, do not install top main fuel manifolds, P/Ns 2419M11G01, 2561M11G01, or 2546M11G01, or lower fuel manifolds, P/Ns 2419M12G01, 2561M12G01, or 2546M12G01.

(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 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 purposes of replacing the fan or propulsor without subsequent maintenance.

(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 Avenue, 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 November 27, 2018.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2018-23-13 The Boeing Company: Amendment 39-19500; Docket No. FAA-2018-0489; Product Identifier 2018-NM-001-AD.

(a) Effective Date

This AD is effective January 2, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 747-8 and 747-8F series airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Unsafe Condition

This AD was prompted by a report that flightcrew oxygen masks did not function as designed during flight testing. We are issuing this AD to address flightcrew oxygen masks/regulators that do not deploy correctly, which could result in a delay for the flightcrew to put on the masks, which may lead to hypoxia and loss of useful consciousness, potentially resulting in loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

For airplanes with an original certificate of airworthiness, or an original export certificate of airworthiness, issued on or before the effective date of this AD: Within 72 months after the effective date of this AD, inspect for oxygen mask/regulator part number (P/N) MLD20-626-1. A review of airplane maintenance records is acceptable in lieu of the part number inspection if the part number of the oxygen mask/regulator can be conclusively determined from that review. If any oxygen mask/regulator P/N MLD20-626-1 is found, within 72 months after the effective date of this AD, do the actions identified in paragraph (g)(1), (g)(2), or (g)(3) of this AD.

(1) Do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-35-2133, Revision 1, dated November 1, 2017, except as provided by paragraph (h) of this AD.

(2) Except as specified in paragraph (i)(3) of this AD: Remove oxygen mask/regulator P/N MLD20-626-1 and install any new or serviceable oxygen mask/regulator that is not P/N MLD20-626-1 and that is FAA approved for installation on the airplane.

Note 1 to paragraphs (g)(2) and (g)(3) of this AD: Guidance for the installation procedures can be found in Boeing Model 747 Aircraft Maintenance Manual (AMM) 35-11-18.

(3) Except as specified in paragraph (i)(3) of this AD: Remove the oxygen mask/regulator P/N MLD20-626-1 and the installed oxygen mask stowage box combination, and install any new or serviceable oxygen mask/regulator and stowage box combination that does not include oxygen mask/regulator P/N MLD20-626-1, and that is FAA approved for installation on the airplane.

(h) Exceptions to Service Information Specifications

Where Boeing Special Attention Service Bulletin 747-35-2133, Revision 1, dated November 1, 2017, refers to or specifies installing a new (or changed) part, for this AD, a new or serviceable (or changed) part is acceptable.

(i) Parts Installation Limitations

(1) For airplanes with an original certificate of airworthiness, or an original export certificate of airworthiness, issued on or before the effective date of this AD: As of the effective date of this AD, no person may install an oxygen mask/regulator P/N MLD20-626-1 on any airplane, except that prior to 72 months after the effective date of this AD, installation of P/N MLD20-626-1 is acceptable for unscheduled maintenance as a replacement only for another P/N MLD20-626-1, and only into a stowage box having P/N MXP806-1. If an oxygen mask/regulator having a part number other than P/N MLD20-626-1 is installed, it may not be replaced with P/N MLD20-626-1. For the purposes of this AD, unscheduled maintenance is defined as maintenance that was not planned for or scheduled in advance, such as changing a defective or unserviceable oxygen mask at dispatch.

(2) For airplanes with an original certificate of airworthiness or an original export certificate of airworthiness issued after the effective date of this AD: As of the effective date of this AD, no person may install oxygen mask/regulator P/N MLD20-626-1 on any airplane.

(3) For all airplanes: As of the effective date of this AD, no person may install oxygen mask/regulator P/N MLD20-726-1 in combination with any stowage box part number that is not P/N MXP806-7 on any airplane.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: 9-ANM-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) Except as required by paragraph (h) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (j)(4)(i) and (j)(4)(ii) of this AD apply.

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

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

(k) Related Information

(1) For more information about this AD, contact Susan L. Monroe, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3570; email: susan.l.monroe@faa.gov.

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

(l) Material Incorporated by Reference

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

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

(i) Boeing Special Attention Service Bulletin 747-35-2133, Revision 1, 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 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 November 8, 2018.
Chris Spangenberg,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-23-14 Airbus SAS: Amendment 39-19501; Docket No. FAA-2018-0759; Product Identifier 2018-NM-055-AD.

(a) Effective Date

This AD is effective January 2, 2019.

(b) Affected ADs

This AD affects AD 2017-10-24, Amendment 39-18898 (82 FR 24035, May 25, 2017) ("AD 2017-10-24").

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before November 29, 2017.

(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 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by revisions to certain airworthiness limitation item (ALI) documents, which specify more restrictive instructions and/or airworthiness limitations. We are issuing this AD to address fatigue cracking, accidental damage, or corrosion in principal structural elements, and possible failure of certain life limited parts, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in the service information identified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD. The initial compliance times for accomplishing the tasks are at the applicable times specified in the service information identified in paragraphs (g)(1),

(g)(2), and (g)(3) of this AD, or within 90 days after the effective date of this AD, whichever occurs later.

(1) Airbus A330 Airworthiness Limitations Section (ALS) Part 1, Safe Life Airworthiness Limitation Items (SL-ALI), Revision 09, dated September 18, 2017.

(2) Airbus A330 ALS Part 1, SL-ALI, Variation 9.2, dated November 28, 2017.

(3) Airbus A330 ALS Part 1, SL-ALI, Variation 9.3, dated November 29, 2017.

(h) Terminating Actions for AD 2017-10-24

Accomplishing the actions required by paragraph (g) of this AD terminates all of the requirements of AD 2017-10-24.

(i) No Alternative Actions or 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 (j)(1) of this AD.

(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.

(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 2017-10-24 are not approved as AMOCs for this AD.

(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 2018-0034, February 5, 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-2018-0759.

(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.

(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 A330 Airworthiness Limitations Section (ALS) Part 1, Safe Life Airworthiness Limitation Items (SL-ALI), Revision 09, dated September 18, 2017.

(ii) Airbus A330 ALS Part 1, SL-ALI, Variation 9.2, dated November 28, 2017.

(iii) Airbus A330 ALS Part 1, SL-ALI, Variation 9.3, dated November 29, 2017.

(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 airworthiness.A330-A340@airbus.com; internet http://www.airbus.com.

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

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

Issued in Des Moines, Washington, on November 8, 2018.

Chris Spangenberg,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-23-51 The Boeing Company: Amendment 39-19512; Docket No. FAA-2018-0960; Product Identifier 2018-NM-151-AD.

(a) Effective Date

This AD is effective December 21, 2018 to all persons except those persons to whom it was made immediately effective by Emergency AD 2018-23-51, issued on November 7, 2018, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 737-8 and -9 airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by analysis performed by the manufacturer showing that if an erroneously high single angle of attack (AOA) sensor input is received by the flight control system, there is a potential for repeated nose-down trim commands of the horizontal stabilizer. We are issuing this AD to address this potential resulting nose-down trim, which could cause the flight crew to have difficulty controlling the airplane, and lead to excessive nose-down attitude, significant altitude loss, and possible impact with terrain.

(f) Compliance

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

(g) Revision of Airplane Flight Manual (AFM): Certificate Limitations

Within 3 days after the effective date of this AD, revise the Certificate Limitations chapter of the applicable AFM to include the information in figure 1 to paragraph (g) of this AD.

Figure 1 to paragraph (g) of this AD – *Certificate Limitations*

Required by AD 2018-23-51

Runaway Stabilizer

In the event of an uncommanded horizontal stabilizer trim movement, combined with any of the following potential effects or indications resulting from an erroneous Angle of Attack (AOA) input, the flight crew must comply with the Runaway Stabilizer procedure in the Operating Procedures chapter of this manual:

- Continuous or intermittent stick shaker on the affected side only.
- Minimum speed bar (red and black) on the affected side only.
- Increasing nose down control forces.
- IAS DISAGREE alert.
- ALT DISAGREE alert.
- AOA DISAGREE alert (if the option is installed).
- FEEL DIFF PRESS light.
- Autopilot may disengage.
- Inability to engage autopilot.

(h) AFM Revision: Operating Procedures

Within 3 days after the effective date of this AD, revise the Operating Procedures chapter of the applicable AFM to include the information in figure 2 to paragraph (h) of this AD.

Figure 2 to paragraph (h) of this AD – *Operating Procedures*

Required by AD 2018-23-51

Runaway Stabilizer

Disengage autopilot and control airplane pitch attitude with control column and main electric trim as required. If relaxing the column causes the trim to move, set stabilizer trim switches to CUTOUT. If runaway continues, hold the stabilizer trim wheel against rotation and trim the airplane manually.

Note: The 737-8/-9 uses a Flight Control Computer command of pitch trim to improve longitudinal handling characteristics. In the event of erroneous Angle of Attack (AOA) input, the pitch trim system can trim the stabilizer nose down in increments lasting up to 10 seconds.

In the event an uncommanded nose down stabilizer trim is experienced on the 737-8/-9, in conjunction with one or more of the indications or effects listed below, do the existing AFM Runaway Stabilizer procedure above, ensuring that the STAB TRIM CUTOUT switches are set to CUTOUT and stay in the CUTOUT position for the remainder of the flight.

An erroneous AOA input can cause some or all of the following indications and effects:

- Continuous or intermittent stick shaker on the affected side only.
- Minimum speed bar (red and black) on the affected side only.
- Increasing nose down control forces.
- IAS DISAGREE alert.
- ALT DISAGREE alert.
- AOA DISAGREE alert (if the option is installed).
- FEEL DIFF PRESS light.
- Autopilot may disengage.
- Inability to engage autopilot.

Initially, higher control forces may be needed to overcome any stabilizer nose down trim already applied. Electric stabilizer trim can be used to neutralize control column pitch forces before moving the STAB TRIM CUTOUT switches to CUTOUT. Manual stabilizer trim can be used before and after the STAB TRIM CUTOUT switches are moved

(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.

(j) Related Information

For more information about this AD, contact Douglas Tsuji, Senior Aerospace Engineer, Systems and Equipment Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3548; email: Douglas.Tsuji@faa.gov.

(k) Material Incorporated by Reference

None.

Issued in Des Moines, Washington, on November 21, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-24-02 Dassault Aviation: Amendment 39-19506; Docket No. FAA-2018-0760; Product Identifier 2018-NM-095-AD.

(a) Effective Date

This AD is effective January 2, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model MYSTERE-FALCON 50, MYSTERE-FALCON 900, and FALCON 900EX airplanes equipped with blended winglets installed in accordance with the supplemental type certificate (STC) specified in paragraph (c)(1) or (c)(2) of this AD, as applicable.

(1) For Model MYSTERE-FALCON 50 airplanes: STC ST02241SE.

(2) For Model MYSTERE-FALCON 900 and FALCON 900EX airplanes: STC ST02188SE.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracked reinforcing straps (doublers) on the left-hand (LH) and right-hand (RH) ailerons of airplanes equipped with blended winglets. We are issuing this AD to address cracking of aileron reinforcing straps, which could lead to fatigue cracking of the ailerons and subsequent loss of control of the airplane.

(f) Compliance

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

(g) Repetitive Inspections and Corrective Action

Within 8 months or 400 flight hours (FH), whichever occurs first, after the effective date of this AD, and thereafter at intervals not to exceed 8 months or 400 FH, whichever occurs first: Do a detailed inspection for cracking of the upper and lower reinforcing straps of the LH and RH ailerons, in accordance with the Accomplishment Instructions of Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-001, Revision B, dated December 20, 2017. If any cracked aileron reinforcing strap is found, before further flight: Replace the reinforcing strap with a new part, in accordance with the Accomplishment Instructions of Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-002, Revision A, dated December 20, 2017.

(h) Terminating Action for Repetitive Inspections

Replacement of any aileron reinforcing strap with a new part, in accordance with the Accomplishment Instructions of Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-002, Revision A, dated December 20, 2017, constitutes terminating action for the repetitive inspections required by paragraph (g) of this AD for that part only.

(i) Credit for Previous Actions

(1) This paragraph provides credit for the inspections specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-001, dated March 3, 2017; or Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-001, Revision A, dated April 4, 2017.

(2) This paragraph provides credit for the replacement specified in paragraphs (g) and (h) of this AD, if those actions were performed before the effective date of this AD using Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-002, dated March 7, 2017.

(j) No Reporting Requirement and No Parts Return

(1) Although Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-001, Revision B, dated December 20, 2017; and Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-002, Revision A, dated December 20, 2017; specify to submit certain information to the manufacturer, this AD does not include that requirement.

(2) Although Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-002, Revision A, dated December 20, 2017, specifies salvaging and returning a damaged strap to Aviation Partners, Inc., this AD does not include that requirement.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

(1) For more information about this AD, contact Michael Bumbaugh, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3522; email: Michael.Bumbaugh@faa.gov.

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

(m) Material Incorporated by Reference

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

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

(i) Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-001, Revision B, dated December 20, 2017.

(ii) Aviation Partners, Inc., Falcon Service Bulletin SBF9-17-002, Revision A, dated December 20, 2017.

(3) For service information identified in this AD, contact Aviation Partners, Inc., 7299 Perimeter Road South, Seattle, WA 98108-3812; phone: 206-762-1171; email: mwilliams@winglets.com; internet: http://www.aviationpartners.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 November 15, 2018.
Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-24-03 Dassault Aviation: Amendment 39-19507; Docket No. FAA-2018-0642; Product Identifier 2018-NM-087-AD.

(a) Effective Date

This AD is effective January 4, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Dassault Aviation Model Falcon 10 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new and more restrictive maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to address, among other things, fatigue cracking and damage in principal structural elements; such fatigue cracking and damage could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate Section 5-40-00, Airworthiness Limitations, Revision 13, dated July 2017, of the Dassault Falcon 10 Maintenance Manual ("Section 5-40-00"). The initial compliance time for accomplishing the actions is at the applicable time specified in Section 5-40-00; or within 90 days after the effective date of this AD; whichever occurs later.

(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 (i)(1) of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2018-0078, dated April 9, 2018, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0642.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3226.

(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) Section 5-40-00, Airworthiness Limitations, Revision 13, dated July 2017, of the Dassault Falcon 10 Maintenance Manual.

(ii) [Reserved]

(3) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; internet http://www.dassaultfalcon.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 November 8, 2018.
Chris Spangenberg,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-24-04 Airbus SAS: Amendment 39-19508; Docket No. FAA-2018-0639; Product Identifier 2018-NM-058-AD.

(a) Effective Date

This AD is effective January 2, 2019.

(b) Affected ADs

This AD affects AD 2017-19-13, Amendment 39-19043 (82 FR 43837, September 20, 2017) ("AD 2017-19-13").

(c) Applicability

This AD applies to the Airbus SAS airplanes specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before November 22, 2017.

(1) Model A330-223F and -243F airplanes.

(2) Model A330-201, -202, -203, -223, and -243 airplanes.

(3) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 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 a certain airworthiness limitations item (ALI) document, which specifies new or more restrictive maintenance instructions and airworthiness limitations, and a determination that those maintenance instructions and airworthiness limitations are necessary. We are issuing this AD to address fatigue cracking, damage, and corrosion in principal structural elements; such fatigue cracking, damage, and corrosion could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Airbus A330 Airworthiness Limitations Section (ALS) Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 02, Issue 2, dated November 22, 2017. The initial compliance time for accomplishing the

tasks is at the applicable times specified in Airbus A330 Airworthiness Limitations Section (ALS) Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 02, Issue 2, dated November 22, 2017, or within 90 days after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions or Intervals

After the existing 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 (j)(1) of this AD.

(i) Terminating Action for the Requirements of AD 2017-19-13

Accomplishing the action required by paragraph (g) of this AD terminates all requirements of AD 2017-19-13.

(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.

(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) The AMOC specified in letter AIR-676-18-111 R1, dated January 29, 2018, approved previously for AD 2017-19-13, is approved as an AMOC for the corresponding provisions of this AD for Model A330-300 series airplanes that have been modified from a passenger to freighter configuration under the provisions of FAA Supplemental Type Certificate ST04038NY.

(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 2018-0068, dated March 26, 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-2018-0639.

(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.

(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 A330 Airworthiness Limitations Section (ALS) Part 2– Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 02, Issue 2, dated November 22, 2017.

(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 airworthiness.A330-A340@airbus.com; internet http://www.airbus.com.

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

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

Issued in Des Moines, Washington, on November 15, 2018.

Dionne Palermo,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-24-05 Fokker Services B.V.: Amendment 39-19509; Docket No. FAA-2018-0707; Product Identifier 2018-NM-067-AD.

(a) Effective Date

This AD is effective January 2, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fokker Services B.V. Model F28 Mark 0070, 0100, 1000, 2000, 3000, and 4000 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by reports that filters, which are integral to certain T-unions in the landing gear hydraulic control system, disconnected from their housing and, in some cases, migrated. We are issuing this AD to address flow reduction along the hydraulic circuit and the possible inability to completely extend one or both of the main landing gear legs, which could result in damage to the airplane during landing, and consequent injury to occupants.

(f) Compliance

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

(g) Definitions

For the purposes of this AD, the definitions in paragraphs (g)(1) through (g)(3) inclusive apply.

(1) An affected part is any hydraulic T-union with an integral filter, having part number (P/N) QA07596 or P/N QA07597, installed on the production line or introduced in-service by Fokker Service Bulletin SBF100-32-095 or Fokker Service Bulletin SBF28-32-154, as applicable.

(2) Group 1 airplanes are those that have an affected part installed.

(3) Group 2 airplanes are those that do not have an affected part installed.

(h) Required Actions

For Group 1 airplanes, within 24 months after the effective date of this AD, modify the airplane in accordance with the Accomplishment Instructions of Fokker Service Bulletin SBF28-32-166, dated February 21, 2018; or Fokker Service Bulletin SBF100-32-170, dated February 21, 2018; as applicable. The corresponding part numbers of affected (old) parts and replacement (new) parts are specified in figure 1 to paragraph (h) of this AD.

Figure 1 to paragraph (h) of this AD – *Affected and replacement part numbers*

Airplane Model	Affected T-union P/N	Replacement T-union P/N
F28 Mark 1000, Mark 2000, Mark 3000, and Mark 4000 (all variants)	P/N QA07597	P/N A71051-027
F28 Mark 0070 and Mark 0100	P/N QA07597	P/N A71051-027
	P/N QA07596	P/N AS1005D060608

(i) Parts Installation Prohibition

No person may install an affected part on any airplane, as of the time specified in paragraph (i)(1) or (i)(2) of this AD, as applicable.

(1) For Group 1 airplanes: After modification of the airplane as required by paragraph (h) of this AD.

(2) For Group 2 airplanes: From the effective date of this AD.

(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 Fokker Services B.V.'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 2018-0076, dated April 6, 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-2018-0707.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3226.

(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) Fokker Service Bulletin SBF28-32-166, dated February 21, 2018.

(ii) Fokker Service Bulletin SBF100-32-170, dated February 21, 2018.

(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88-6280-350; fax +31 (0)88-6280-111; email technicalservices@fokker.com; internet http://www.myfokkerfleet.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 November 15, 2018.
Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-25-01 Rolls-Royce plc: Amendment 39-19511; Docket No. FAA-2018-0871; Product Identifier 2018-NE-24-AD.

(a) Effective Date

This AD is effective December 21, 2018.

(b) Affected ADs

This AD replaces AD 2018-13-07, Amendment 39-19319 (83 FR 34758, July 23, 2018).

(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 rotor blade 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) Within 15 days of the effective date of this AD, or within the compliance times specified in Table 1 of RR Alert Non-Modification Service Bulletin (NMSB) Trent 1000 72-AK130, Revision 2, dated July 26, 2018, whichever occurs later, perform on-wing inspection of the IPC stage 1 rotor blades in accordance with paragraph 3.A.(1) of RR Alert NMSB Trent 1000 72-AK130.

(2) Repeat the on-wing inspection of the IPC stage 1 rotor blades in accordance with paragraph 3.A.(1) of RR Alert NMSB Trent 1000 72-AK130, Revision 2, dated July 26, 2018, and within the compliance times specified in Table 1 of that NMSB.

(3) Within 15 days of the effective date of this AD, or within the compliance times specified in Table 1 of RR Alert NMSB Trent 1000 72-AK130 Revision 2, dated July 26, 2018, whichever occurs later, perform on-wing inspection of the IPC stage 2 rotor blades and IPC shaft stage 2 dovetail posts in accordance with paragraph 3.B.(1) and 3.C.(1) of RR Alert NMSB Trent 1000 72-AK130.

(4) Repeat the on-wing inspection of the IPC stage 2 rotor blades and IPC shaft stage 2 dovetail posts in accordance with paragraphs 3.B.(1) and 3.C.(1) of RR Alert NMSB Trent 1000 72-AK130, Revision 2, dated July 26, 2018, and within the compliance times specified in Table 1 of RR Alert NMSB Trent 1000 72-AK130.

(5) For the on-wing inspection required by paragraphs (g)(1) through (4) of this AD, provided the stated thresholds and intervals are not exceeded, you may substitute:

(i) An in-shop inspection of an engine or module performed in accordance with the instructions of paragraphs 3.A.2, 3.B.2, and 3.C.2 of the RR Alert NMSB Trent 1000 72-AK130, Revision 2, dated July 26, 2018; or

(ii) an in-shop piece part inspection during refurbishment in accordance with the Accomplishment Instructions, paragraphs 3.B.(2)(f)(vi), 3.B.(2)(g)(v), and 3.B.(3)(d)(iii) of RR Trent 1000 NMSB 72-K132, dated June 29, 2018.

(6) 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) Inspection After Operation Under Asymmetric Power

As of the effective date of this AD, before the next flight after each occurrence where engine operation in asymmetric power conditions was sustained for more than 30 minutes at less than 25,000 feet, either resulting from engine power reduction, or from engine in-flight shut-down (IFSD), inspect the IPC stage 1 rotor blades, stage 2 rotor blades and IPC shaft stage 2 dovetail posts in accordance with the paragraphs 3.A.(1), 3.B.(1), and 3.C.(1) of the RR Alert NMSB Trent1000 72-AK130, Revision 2, dated July 26, 2018 on the engine that did not experience the power reduction or IFSD installed on the airplane.

(i) Credit for Previous Actions

You may take credit for the inspections required by paragraph (g)(1) and (3) of this AD if you performed these inspections before the effective date of this AD using RR Alert NMSB Trent 1000 72-AK130, Revision 1, dated June 29, 2018, or RR Alert NMSB Trent 1000 72-AK130, Initial Issue, dated June 11, 2018.

(j) 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 (k)(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 shaft 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]

(k) 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 (l)(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.

(l) 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 2018-0167R2, dated October 16, 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-2018-0871.

(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) Rolls-Royce plc (RR) Alert Non-Modification Service Bulletin (NMSB) Trent 1000 72-AK130, Revision 2, dated July 26, 2018.

(ii) RR Alert NMSB Trent 1000 72-K132, dated June 29, 2018.

(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: 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 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(5) You may view this service information 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 November 28, 2018.
Robert J. Ganley,
Manager, Engine & Propeller Standards Branch,
Aircraft Certification Service.

2018-25-02 Airbus SAS: Amendment 39-19513; Docket No. FAA-2018-0512; Product Identifier 2017-NM-170-AD.

(a) Effective Date

This AD is effective January 10, 2019.

(b) Affected ADs

This AD affects AD 2017-22-03, Amendment 39-19083 (82 FR 49091, October 24, 2017) ("AD 2017-22-03").

(c) Applicability

This AD applies to all Airbus SAS airplanes identified in paragraphs (c)(1), (c)(2), (c)(3), and (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 October 24, 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, -271N, and -272N airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by an evaluation by the design approval holder, which indicates that principal structural elements and certain life-limited parts are subject to widespread fatigue damage (WFD). We are issuing this AD to prevent fatigue cracking, accidental damage, or corrosion in principal structural elements, and WFD, 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) New Maintenance or Inspection Program Revision

(1) Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the airworthiness limitations (ALIs) specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant

Airworthiness Limitation Items (DT-ALI), Revision 06, dated April 10, 2017; and Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.3, dated October 24, 2017. Except for ALIs identified in paragraphs (g)(2) and (g)(3) of this AD, the initial compliance time for accomplishing the actions is at the applicable time identified in the ALIs specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 06, dated April 10, 2017, and Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.3, dated October 24, 2017; or within 90 days after the effective date of this AD; whichever occurs later, without exceeding the inspection intervals in the ALIs required by paragraph (i) of AD 2017-22-03.

(2) For airplanes identified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.1, dated May 18, 2017: Concurrently with the revision required by paragraph (g)(1) of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the ALIs specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.1, dated May 18, 2017. The initial compliance time for accomplishing the actions is at the applicable time identified in the ALIs specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.1, dated May 18, 2017; or within 90 days after the effective date of this AD; whichever occurs later, without exceeding the inspection intervals in the ALIs required by paragraph (i) of AD 2017-22-03.

(3) For airplanes identified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.2, dated May 24, 2017: Concurrently with the revision required by paragraph (g)(1) of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the ALIs specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.2, dated May 24, 2017. The initial compliance time for accomplishing the actions is at the applicable time identified in the ALIs specified in Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.2, dated May 24, 2017; or within 90 days after the effective date of this AD; whichever occurs later, without exceeding the inspection intervals in the ALIs required by paragraph (i) of AD 2017-22-03.

(h) No Alternative Actions or Intervals

After the existing 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 (j)(1) of this AD.

(i) Terminating Action for AD 2017-22-03

Accomplishing the applicable actions required by paragraph (g) of this AD terminates the requirements of paragraphs (g)(2) and (i) of AD 2017-22-03.

(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.

(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 previously approved for AD 2015-05-02, Amendment 39-18112 (80 FR 15152, March 23, 2015), as applicable to Airworthiness Limitations Section (ALS) Part 2, are approved as AMOCs for the corresponding provisions of this AD.

(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 2017-0231, dated November 21, 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-2018-0512.

(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 Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 06, dated April 10, 2017.

(ii) Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.1, dated May 18, 2017.

(iii) Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.2, dated May 24, 2017.

(iv) Airbus A318/A319/A320/A321 Airworthiness Limitation Section Part 2–Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 6.3, dated October 24, 2017.

(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 November 23, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

93-14-19R1 The Boeing Company: Amendment 39-19503; Docket No. FAA-2018-0582; Product Identifier 2018-NM-085-AD.

(a) Effective Date

This AD becomes effective November 26, 2018.

(b) Affected AD

This AD removes AD 93-14-19, Amendment 39-8644 (58 FR 41177, August 3, 1993).

(c) Applicability

This action applies to The Boeing Company Model 767 series airplanes, certificated in any category, line numbers 1 through 488 inclusive.

(d) Subject

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

(e) Related Information

For more information about this AD, contact Wayne Lockett, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3524; email: wayne.lockett@faa.gov.

Issued in Des Moines, Washington, on November 8, 2018.
Chris Spangenberg,
Acting Director, System Oversight Division,
Aircraft Certification Service.