

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2018-13

6/11/2018 - 6/24/2018



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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces

Biweekly 2018-01

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

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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AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes, R - Replaces			
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



CORRECTED: The original version of this AD, on FAA’s RGL site and AD page, was missing a table row from Figure 1. The missing row specifies applicability to the Dassault model FALCON 2000. This copy has been corrected.

2016-19-13 Dassault Aviation: Amendment 39-18662; Docket No. FAA-2015-3629; Directorate Identifier 2015-NM-011-AD.

(a) Effective Date

This AD is effective November 22, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation airplanes, certificated in any category, identified in figure 1 to paragraph (c) of this AD.

Figure 1 to Paragraph (c) of This AD–Applicability

Airplanes	Configuration	Except airplanes modified through: ¹	
		Dassault modification embodied in production	Service bulletin in service
Dassault Aviation Model MYSTERE-FALCON 50 airplanes	M1853 has been embodied in production or in service through Dassault Service Bulletin F50-241	M2083 or M3094 ²	Dassault Service Bulletin F50-257.

Dassault Aviation Model MYSTERE-FALCON 900 airplanes	Group 1: M1682 has been embodied in production or in service through Dassault Service Bulletin F900-182 ³	M5381	Not applicable.
	Group 2: M1682 has been embodied in production or in service through Dassault Service Bulletin F900-182 and Modification M1947 is embodied in production or in service through Dassault Service Bulletin F900-176 ⁴	M5386	Not applicable.
Dassault Aviation Model FALCON 900EX airplanes	Group 1: M1682 has been embodied in production or in service through Dassault Service Bulletin F900EX-025 ³	M5381	Not applicable.
	Group 2: M1682 has been embodied in production or in service through Dassault Service Bulletin F900EX-025 and Modification M1947 is embodied in production or in service through Dassault Service Bulletin F900EX-19 ⁴	M5103 or M5386	Not applicable.
Dassault Aviation Model FALCON 2000 airplanes.	M331 has been embodied in production or in service through Dassault Service Bulletin F2000-44.	M810 or M1061 or M2778.	Dassault Service Bulletin F2000-111.
Dassault Aviation Model FALCON 2000EX airplanes	M1802 has been embodied in production	M810 or M1061 or M2778	Not applicable.

¹ The excluded airplanes, as specified in figure 1 to paragraph (c) of this AD—Applicability, embody either one modification in production or one service bulletin in service, as applicable.

² Modification M2083, Dassault Service Bulletin F50-257, Modification M1947, Dassault Service Bulletin F900-176, Dassault Service Bulletin F900EX-19, Modification M5103, as applicable, introduce fin tip SATCOM fairing, in production or in service.

³ Group 1: Airplanes with WHELEN anti-collision light located on top of the vertical fin tip.

⁴ Group 2: Airplanes with WHELEN anti-collision light located on top of the engine No. 2 air intake cover.

(d) Subject

Air Transport Association (ATA) of America Code 33, Lights.

(e) Reason

This AD was prompted by a report of an in-flight lightning strike to the WHELEN anti-collision light located on the top of the vertical fin tip that caused severe damage and resulted in the loss of some airplane functions. We are issuing this AD to prevent loss of electrical power and essential airplane functions, and possible reduced control of the airplane.

(f) Compliance

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

(g) Modification

Within 24 months after the effective date of this AD, modify the anti-collision light bonding, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (g)(1) through (g)(7) of this AD.

(1) For Model MYSTERE-FALCON 50 airplanes: Dassault Service Bulletin F50-481, Revision 1 (also referred to as 481-R1), dated January 26, 2015.

(2) For Model MYSTERE-FALCON 900 airplanes with the WHELEN system installed on the vertical fin tip: Dassault Service Bulletin F900-372, Revision 1 (also referred to as 372-R1), dated January 26, 2015.

(3) For Model MYSTERE-FALCON 900 airplanes with the WHELEN system installed on the S-duct cowl: Dassault Service Bulletin F900-378, Revision 1 (also referred to as 378-R1), dated January 26, 2015.

(4) For Model FALCON 900EX airplanes with the WHELEN system installed on the vertical fin tip: Dassault Service Bulletin F900EX-285, Revision 1 (also referred to as 285-R1), dated January 26, 2015.

(5) For Model FALCON 900EX airplanes with the WHELEN system installed on the S-duct cowl: Dassault Service Bulletin F900EX-305, Revision 1 (also referred to as 305-R1), dated January 26, 2015.

(6) For Model FALCON 2000 airplanes: Dassault Service Bulletin F2000-337, Revision 1 (also referred to as 337-R1), dated January 26, 2015.

(7) For Model FALCON 2000EX airplanes: Dassault Service Bulletin F2000EX-108, Revision 1 (also referred to as 108-R1), dated January 26, 2015.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information identified in paragraphs (h)(1) through (h)(7) of this AD.

(1) For Model MYSTERE-FALCON 50 airplanes: Dassault Service Bulletin F50-481, dated August 22, 2007.

(2) For Model MYSTERE-FALCON 900 airplanes with the WHELEN system installed on the vertical fin tip: Dassault Service Bulletin F900-372, dated August 22, 2007.

(3) For Model MYSTERE-FALCON 900 airplanes with the WHELEN system installed on the S-duct cowl: Dassault Service Bulletin F900-378, dated September 19, 2007.

(4) For Model FALCON 900EX airplanes with the WHELEN system installed on the vertical fin tip: Dassault Service Bulletin F900EX-285, dated July 18, 2007.

(5) For Model FALCON 900EX airplanes with the WHELEN system installed on the S-duct cowl: Dassault Service Bulletin F900EX-305, dated September 19, 2007.

(6) For Model FALCON 2000 airplanes: Dassault Service Bulletin F2000-337, dated July 25, 2007.

(7) For Model FALCON 2000EX airplanes: Dassault Service Bulletin F2000EX-108, dated July 25, 2007.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2015-0006, dated January 15, 2015, 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-2015-3629.

(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 Branch, ANM-116, Transport Airplane Directorate, FAA; or the 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 2015-0006, dated January 15, 2015, 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-2015-3629.

(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.

(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) Dassault Service Bulletin F50-481, Revision 1 (also referred to as 481-R1), dated January 26, 2015.

(ii) Dassault Service Bulletin F900-372, Revision 1 (also referred to as 372-R1), dated January 26, 2015.

(iii) Dassault Service Bulletin F900-378, Revision 1 (also referred to as 378-R1), dated January 26, 2015.

(iv) Dassault Service Bulletin F900EX-285, Revision 1 (also referred to as 285-R1), dated January 26, 2015.

(v) Dassault Service Bulletin F900EX-305, Revision 1 (also referred to as 305-R1), dated January 26, 2015.

(vi) Dassault Service Bulletin F2000-337, Revision 1 (also referred to as 337-R1), dated January 26, 2015.

(vii) Dassault Service Bulletin F2000EX-108, Revision 1 (also referred to as 108-R1), dated January 26, 2015.

(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 Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on September 14, 2016.
Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2018-09-04 Gulfstream Aerospace Corporation: Amendment 39-19260; Docket No. FAA-2017-1163; Product Identifier 2017-CE-041-AD.

(a) Effective Date

This AD is effective June 11, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Gulfstream Aerospace Corporation model airplanes that are certificated in any category:

- (1) Model G-IV, serial numbers (S/Ns) 1000 through 1399 having Aircraft Service Change (ASC) 416A (MSG-3) incorporated; and S/Ns 1400 through 1535; and
- (2) Model GIV-X, S/Ns 4001 through 4355.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by the potential for fatigue cracks in the main landing gear (MLG) actuator attachment fitting that had a certain repair incorporated. We are issuing this AD to prevent failure of the MLG actuator attachment. The unsafe condition, if not addressed, could compromise the lateral support of the MLG during ground maneuvers, possibly leading to collapse of the affected MLG with consequent loss of control. In addition, this condition could also cause the MLG side brace to fail, which could result in a penetration of the wing fuel tank causing an uncontained fire.

(f) Compliance

At whichever of the following compliance times in paragraphs (f)(1) and (f)(2) that occurs later, comply with the actions in paragraphs (g) through (i) of this AD, unless already done.

- (1) Within the next 100 hours time-in-service after June 11, 2018 (the effective date of this AD);
- or
- (2) Within the next 3 months after June 11, 2018 (the effective date of this AD).

(g) Inspect Maintenance Records

Inspect the airplane maintenance records to determine if repair SE05732102 for the MLG side brace fitting has been incorporated. To do this inspection, use the Accomplishment Instructions in Gulfstream G350 Customer Bulletin Number 192A; Gulfstream G450 Customer Bulletin 192A; Gulfstream IV Customer Bulletin Number 238A; Gulfstream G300 Customer Bulletin Number 238A; and Gulfstream G400 Customer Bulletin Number 238A; all dated June 15, 2017, as applicable. The service information referenced in this paragraph specifies sending a service reply card back to Gulfstream Aerospace Corporation if repair SE05732102 for the MLG side brace fitting has been not been incorporated. This action is not required in this AD.

(h) Determine Initial and Repetitive Inspection Requirements

If it is determined during the maintenance records inspection required in paragraph (g) that repair SE05732102 for the MLG side brace fitting has been incorporated, determine the initial and repetitive inspection requirements using the Accomplishment Instructions of the service information identified in paragraph (g) along with the following documents, as applicable. Comply with the inspection requirements as determined.

(1) Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G350 Customer Bulletin No. 192A, dated June 15, 2017;

(2) Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G450 Customer Bulletin No. 192A, dated June 15, 2017;

(3) Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream IV Customer Bulletin No. 238A, dated June 15, 2017;

(4) Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G300 Customer Bulletin No. 238A, dated June 15, 2017; and

(5) Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016, to Gulfstream G400 Customer Bulletin No. 238A, dated June 15, 2017.

(i) Revise Limitations Section

Insert the documents listed in paragraphs (h)(1) through (5) of this AD into the Instructions for Continued Airworthiness of the Limitations section of the FAA-approved maintenance program (e.g., maintenance manual), as applicable. The revised limitations sections establish inspections of the repaired MLG side brace actuator fittings.

(j) Alternative Methods of Compliance (AMOCs)

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

(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) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (g) through (i) 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. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

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

(k) Related Information

For more information about this AD, contact William O. Herderich, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5547; fax: (404) 474-5605; email: william.o.herderich@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Gulfstream G350 Customer Bulletin Number 192A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(ii) Gulfstream G450 Customer Bulletin 192A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(iii) Gulfstream IV Customer Bulletin Number 238A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(iv) Gulfstream G300 Customer Bulletin Number 238A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(v) Gulfstream G400 Customer Bulletin Number 238A, dated June 15, 2017, that incorporates Appendix A, Gulfstream Document GIV-SGER-553, Revision A, Instructions for Continued Airworthiness for Gulfstream Repair Drawing SE05732102, dated December 14, 2016.

(3) For Gulfstream Aerospace Corporation service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Savannah, Georgia 31402-2206; telephone: (800) 810-4853; fax 912-965-3520; email: pubs@gulfstream.com; internet: http://www.gulfstream.com/product_support/technical_pubs/pubs/index.htm.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on June 5, 2018.

David R. Showers,

Aircraft Certification Service, Acting Deputy Director, Policy and Innovation Division, AIR-601.



2018-11-16 Engine Alliance: Amendment 39-19304 ; Docket No. FAA-2018-0501; Product Identifier 2018-NE-19-AD.

(a) Effective Date

This AD is effective July 2, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Engine Alliance (EA) GP7270, GP7272, and GP7277 model turbofan engines with serial numbers (S/Ns) identified in Table 3 in Planning Information of Engine Alliance (EA) Alert Service Bulletin (ASB) EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an uncontained failure of the engine fan hub. We are issuing this AD to detect defects, damage, and cracks that could result in an uncontained failure of the engine fan hub. The unsafe condition, if not addressed, could result in uncontained failure of the engine fan hub, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Within 120 days after the effective date of this AD:

(1) For engine fan hubs at the low-pressure compressor (LPC) module assembly level:

(i) Perform a visual inspection of the engine fan hub, in accordance with the Accomplishment Instructions, For Fan Hubs at LPC Module Assembly Level, paragraphs 1.A.(1), 1.A.(4), and 1.A.(6)(a), of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(ii) Perform an eddy current inspection (ECI) of the engine fan hub blade slot bottoms and front edges, in accordance with the Accomplishment Instructions, For Fan Hubs at LPC Module Assembly Level, paragraphs 2.A and 2.B, of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(2) For engine fan hubs at the piece part level:

(i) Perform a visual inspection of the engine fan hub, in accordance with the Accomplishment Instructions, For Fan Hubs at Piece Part Level, paragraphs 1.A.(1) and 1.A.(3), of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(ii) Perform an ECI of the engine fan hub blade slot bottoms and front edges, in accordance with the Accomplishment Instructions, For Fan Hubs at Piece Part Level, paragraphs 2.A and 2.B, of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(3) For engine fan hubs installed in an engine (on-wing or off-wing):

(i) Perform a visual inspection of the engine fan hub, in accordance with the Accomplishment Instructions, For Fan Hubs Installed in an Engine, paragraphs 1.C.(1), 1.C.(5), and 1.C.(7)(a), of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(ii) Perform an ECI of the engine fan hub blade slot bottoms and front edges, in accordance with the Accomplishment Instructions, For Fan Hubs Installed in an Engine, paragraphs 1.D.(1) and 1.D.(2), of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(4) If the engine fan hub visual inspection reveals defects or damage to the engine fan hub that are found outside the serviceable limits specified in Table 4 in the Accomplishment Instructions of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018, remove the engine fan hub from service and replace with a part that is eligible for installation, prior to further flight.

(5) If the fan hub ECI results in a rejectable indication, per the Appendix, Added Data, of EA ASB EAGP7-A72-389, Revision No. 2, dated April 17, 2018, remove the hub from service and replace with a part that is eligible for installation, prior to further flight.

(h) Credit for Previous Actions

You may take credit for the inspection required by paragraph (g) of this AD if you performed the inspection before the effective date of this AD, using EA ASB EAGP7-A72-389, dated December 19, 2017, or EA ASB EAGP7-A72-389, Revision No. 1, dated January 19, 2018.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

For more information about this AD, contact David Bethka, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7129; fax: 781-238-7199; email: david.bethka@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Engine Alliance Alert Service Bulletin EAGP7-A72-389, Revision No. 2, dated April 17, 2018.

(ii) Reserved.

(3) For Engine Alliance service information identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: 800-565-0140; email: help24@pw.utc.com; website: www.engineallianceportal.com.

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

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

Issued in Burlington, Massachusetts, on June 8, 2018.

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



2018-12-06 The Boeing Company: Amendment 39-19310; Docket No. FAA-2017-0904; Product Identifier 2017-NM-071-AD.

(a) Effective Date

This AD is effective July 16, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787-8 and 787-9 airplanes, certificated in any category, as identified in the applicable service information specified in paragraphs (c)(1) and (c)(2) of this AD.

(1) Boeing Service Bulletin B787-81205-SB210075-00, Issue 003, dated March 29, 2017 (for Model 787-8 airplanes);

(2) Boeing Service Bulletin B787-81205-SB210077-00, Issue 004, dated September 22, 2017 (for Model 787-9 airplanes).

(d) Subject

Air Transport Association (ATA) of America Code 21, Air conditioning.

(e) Unsafe Condition

This AD was prompted by a report of an in-service reliability issue involving a latent flow sensor failure combined with single cabin air compressor (CAC) operation. This condition resulted in reduced airflow which led to a persistent single CAC surge condition that caused overheat damage to the CAC inlet. We are issuing this AD to prevent CAC inlet overheating leading to structural degradation of the CAC inlet, fumes in the cabin and flight deck, and interruption to in-service air conditioning.

(f) Compliance

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

(g) Software and Hardware Installation

Within 36 months after the effective date of this AD: Install new pack control unit (PCU) software for the cabin air conditioning and temperature control system (CACTCS) and new CAC outlet pressure sensor J-tube hardware, and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of the applicable service information

specified in paragraph (g)(1) or (g)(2) of this AD. Related investigative and corrective actions must be done before further flight.

(1) Boeing Service Bulletin B787-81205-SB210075-00, Issue 003, dated March 29, 2017 (for Boeing Model 787-8 airplanes); or Boeing Service Bulletin B787-81205-SB210077-00, Issue 004, dated September 22, 2017 (for Boeing Model 787-9 airplanes).

(2) Boeing Service Bulletin B787-81205-SB210083-00, Issue 001, dated February 9, 2017 (for all airplanes); and Work Packages 2 and 3 of the applicable service information identified in paragraph (g)(1) of this AD.

(h) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (h)(1) through (h)(5) of this AD.

(1) Boeing Service Bulletin B787-81205-SB210075-00, Issue 001, dated February 24, 2016 (for Model 787-8 airplanes);

(2) Boeing Service Bulletin B787-81205-SB210075-00, Issue 002, dated May 11, 2016 (for Model 787-8 airplanes);

(3) Boeing Service Bulletin B787-81205-SB210077-00, Issue 001, dated April 19, 2016 (for Model 787-9 airplanes);

(4) Boeing Service Bulletin B787-81205-SB210077-00, Issue 002, dated May 11, 2016 (for Model 787-9 airplanes);

(5) Boeing Service Bulletin B787-81205-SB210077-00, Issue 003, dated October 20, 2016 (for Model 787-9 airplanes).

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

For more information about this AD, contact Allison Buss, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3564; email: allison.buss@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Service Bulletin B787-81205-SB210075-00, Issue 003, dated March 29, 2017;

(ii) Boeing Service Bulletin B787-81205-SB210077-00, Issue 004, dated September 22, 2017;

(iii) Boeing Service Bulletin B787-81205-SB210083-00, Issue 001, dated February 9, 2017.

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

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

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

Issued in Des Moines, Washington, on May 31, 2018.

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



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www.gpoaccess.gov/fr/advanced.html

2018-12-07 Gulfstream Aerospace Corporation: Amendment 39-19311; Docket No. FAA-2018-0104; Product Identifier 2017-CE-36-AD.

(a) Effective Date

This AD is effective July 23, 2018.

(b) Affected ADs

This AD replaces AD 2015-24-06, Amendment 39-18338 (80 FR 75788, December 4, 2015) (“AD 2015-24-06”).

(c) Applicability

This AD applies to Gulfstream Aerospace Corporation Model GVI airplanes, serial numbers 6001 and 6003 through 6163, certificated in any category.

Note 1 to paragraph (c) of this AD: Model GVI airplanes are also referred to by the marketing designations G650 and G650ER.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

AD 2015-24-06 was prompted by reports of the main landing gear (MLG) self-sealing couplings on the MLG brake inlet fitting backing out of the fully seated position. This AD was prompted by the development of modifications that when incorporated would terminate the need for repetitive breakaway torque checks and torqueing of the brake inlet self-sealing couplings. We are issuing this AD to prevent loss of braking capability on one or multiple brakes. The unsafe condition, if not addressed, could lead to runway overrun or asymmetrical braking that could result in lateral runway excursion.

(f) Compliance

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

(g) Modification of the MLG and MLG Brake Assemblies

(1) Within 6 months after July 23, 2018 (the effective date of this AD), modify the MLG and brake assemblies following the Accomplishment Instructions in Gulfstream G650 Customer Bulletin

Number 155B, dated July 26, 2017; and Gulfstream G650ER Customer Bulletin Number 155B, dated July 26, 2017.

(2) Although Gulfstream G650 Customer Bulletin Number 155B, dated July 26, 2017; and Gulfstream G650ER Customer Bulletin Number 155B, dated July 26, 2017, both contain reporting requirements and return of certain parts to the manufacturer, this AD does not include those requirements.

(3) AD 2015-24-06 required a dispatch and takeoff limitation in the airplane flight manual. Although we did not retain that requirement in this AD, if not already removed, this limitation should be removed after the modification in paragraph (g)(1) of this AD is done.

(h) Credit for Previous Actions

If done before July 23, 2018 (the effective date of this AD), this AD allows credit for the actions in paragraph (g) of this AD following Gulfstream G650 Customer Bulletin 155, dated July 29, 2016; Gulfstream G650ER Customer Bulletin 155, dated July 29, 2016; Gulfstream G650 Customer Bulletin 155A, dated August 19, 2016; or Gulfstream G650ER Customer Bulletin 155A, dated August 19, 2016, as applicable.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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.

(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) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(3)(i) and (ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

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

(j) Related Information

For more information about this AD, contact Gideon Jose, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: 404-474-5569; fax: 404-474-5606; email: gideon.jose@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Gulfstream G650 Customer Bulletin Number 155B, dated July 26, 2017.

(ii) Gulfstream G650ER Customer Bulletin Number 155B, dated July 26, 2017.

(3) For service information identified in this AD, contact Gulfstream Aerospace Corporation, P.O. Box 2206, Savannah, Georgia 31404-2206; telephone: (912) 965-3000; fax: (912) 965-3520; email: pubs@gulfstream.com; internet: www.gulfstream.com.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on June 1, 2018.

Melvin J. Johnson,

Aircraft Certification Service, Deputy Director, Policy and Innovation Division, AIR-601.



2018-13-02 Pratt & Whitney Division: Amendment 39-19314; Docket No. FAA-2017-0817; Product Identifier 2017-NE-30-AD.

(a) Effective Date

This AD is effective July 20, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney Division (PW) PW4052, PW4056, PW4060, PW4062, PW4062A, PW4152, PW4156A, PW4158, PW4460, and PW4462 turbofan engine models, including engines identified with suffixes -1C, -1E, -3, -3A, or -3B, with 4th stage low-pressure turbine (LPT) air seal, part number (P/N) 50N346, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7240, Turbine Engine Combustion Section.

(e) Unsafe Condition

This AD was prompted by the discovery of multiple cracked air seals. We are issuing this AD to prevent failure of the 4th stage LPT air seal. This unsafe condition, if not addressed, could result in uncontained release of the air seal, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

The next time the 4th stage LPT vanes are removed from the LPT module, remove 4th stage air seal, P/N 50N346, from service and replace with a part eligible for installation.

(h) Installation Prohibition

After the effective date of this AD, do not install any 4th stage LPT air seal, P/N 50N346, into any LPT module.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

For more information about this AD, contact Jo-Ann Theriault, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7105; fax: 781-238-7199; email: jo-ann.theriault@faa.gov.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 11, 2018.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.



2018-13-04 Bombardier, Inc. Amendment 39-19316; Docket No. FAA-2017-1247; Product Identifier 2017-NM-085-AD.

(a) Effective Date

This AD is effective July 25, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., Model BD-100-1A10 airplanes, certificated in any category, serial numbers 20003 through 20424 inclusive and 20426 through 20500 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by a report indicating that certain lanyards for the passenger oxygen masks located in the airplane's entry area are too long. The length of the oxygen mask lanyard might cause the safety pin tethered to the opposite end of the lanyard to remain engaged in the oxygen flow mechanism when the mask is pulled to the passenger's face. We are issuing this AD to detect and correct lanyards that are too long, which might result in difficulties starting the flow of oxygen in an emergency.

(f) Compliance

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

(g) Lanyard Replacement

Within 36 months after the effective date of this AD: For any entry area passenger oxygen mask dispensing unit (POMDU) having part number (P/N) 833-830-01, replace the lanyards in the POMDU with new lanyards having P/N 289-165-10, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 100-35-08, dated April 11, 2017.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2017-22, dated June 23, 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-2017-1247.

(2) For more information about this AD, contact Cesar Gomez, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7318; fax: 516-794-5531.

(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 this AD specifies otherwise.

(i) Bombardier Service Bulletin 100-35-08, dated April 11, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte-Vertu Road West, Dorval, Québec H4S 1Y9, Canada; telephone: 514-855-5000; fax: 514-855-7401; email: thd.crj@aero.bombardier.com; internet: <http://www.bombardier.com>.

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

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

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