FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2018-21

10/1/2018 - 10/14/2018

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

2018-17-14 General Electric Company: Amendment 39-19368 Docket No. FAA-2018-0142; Product Identifier 2018-NE-04-AD.

(a) Effective Date

This AD is effective November 7, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CF34-8E turbofan engines with:

(1) Left-hand (LH) half thrust reverser, part number (P/N) 15G0002-013, or LH half thrust reverser P/N 15G0002-014, with the following serial numbers (S/Ns): HRD00659 to HRD00662, HRD00675 to HRD00678, HRD00680, HRD00681, HRD00694 to HRD00697, HRD00711, HRD00831, HRD00856, HRD00878 to HRD00895, HRD01025, HRD01040, HRD01047, HRD01050 to HRD01057, HRD01059 to HRD01089, HRD01104, HRD01105, HRD01108, HRD01111 to HRD01116, HRD01118 to HRD01121, HRD01123, HRD01124, HRD01126, HRD01162, HRD01185 to HRD01198, HRD01201, HRD01202, or HRD01226 to HRD01243, installed.

(2) Right-hand (RH) half thrust reverser, P/N 15G0003-013, or RH half thrust reverser P/N 15G0003-014, with the following S/Ns: HRD00669 to HRD00678, HRD00680, HRD00681, HRD00703 to HRD00707, HRD00722, HRD00825, HRD00919, HRD00922, HRD01018, HRD01022, HRD01023, HRD01027 to HRD01033, HRD01035, HRD01036, HRD01038, HRD01039, HRD01041 to HRD01046, HRD01048, HRD01049, HRD01059 to HRD01079, HRD01081, HRD01082, HRD01084 to HRD01092, HRD01100, HRD01117, HRD01140, HRD01146, HRD01162, HRD01185 to HRD01187, HRD01189 to HRD01198, HRD01201, HRD01202, HRD01210, or HRD01213 to HRD01223, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7830, Thrust Reverser.

(e) Unsafe Condition

This AD was prompted by a report from GE regarding a quality escape of nonconforming thrust reverser fire seal gaps. We are issuing this AD to inspect for nonconforming thrust reverser fire seal gaps that could result in a fire outside the fire zone. The unsafe condition, if not addressed, could result in an uncontrolled fire, 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

(1) For all half thrust reversers listed in paragraph (c) of this AD, before the half thrust reverser accumulates 8,000 flight hours after the effective date of this AD, perform the following one-time inspection, and, if needed, replace the core cowl seal and pylon seal.

(i) Measure the width of the RTV filled gap between thrust reverser fire seals at the junction between 12 o'clock core cowl seal and pylon seal, at the following half thrust reverser locations: LH half thrust reverser, P/N 15G0002-013; LH half thrust reverser, P/N 15G0002-014; RH half thrust reverser, P/N 15G0003-013; and RH half thrust reverser P/N 15G0003-014.

(ii) If the gap width between the 12 o'clock core cowl seal and the pylon seal is greater than 1 mm, replace both seals with parts eligible for installation to form a new gap of 1 mm or less, prior to returning to service.

(2) You may refer to GE CF34-8E Service Bulletin 78-0066 R01, dated June 20, 2018, for guidance on inspecting and replacing the thrust reverser fire seals.

(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 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.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on September 26, 2018.
Karen M. Grant,
Acting Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2018-18-01 CFM International S.A.: Amendment 39-19380; Docket No. FAA-2018-0785; Product Identifier 2018-NE-14-AD.

(a) Effective Date

This AD is effective October 16, 2018.

(b) Affected ADs

This AD replaces AD 2018-10-11, Amendment 39-19286 (83 FR 22836, May 17, 2018).

(c) Applicability

This AD applies to CFM International S.A.(CFM) CFM56-7B20, CFM56-7B22, CFM56-7B22/B1, CFM56-7B24, CFM56-7B24/B1, CFM56-7B26, CFM56-7B26/B2, CFM56-7B27, CFM56-7B27A, CFM56-7B26/B1, CFM56-7B27/B1, CFM56-7B27/B3, CFM56-7B20/2, CFM56-7B22/2, CFM56-7B24/2, CFM56-7B26/2, CFM56-7B27/2, CFM56-7B20/3, CFM56-7B22/3, CFM56-7B22/3B1, CFM56-7B24/3, CFM56-7B24/3B1, CFM56-7B26/3, CFM56-7B26/3B1, CFM56-7B26/3B2, CFM56-7B27/3, CFM56-7B27/3B1, CFM56-7B27/3B3, CFM56-7B27A/3, CFM56-7B26/3F, CFM56-7B26/3B2F, CFM56-7B27/3F, CFM56-7B27/3B1F, CFM56-7B20E, CFM56-7B22E, CFM56-7B22E/B1, CFM56-7B24E, CFM56-7B24E/B1, CFM56-7B26E, CFM56-7B26E/B1, CFM56-7B26E/B2, CFM56-7B27AE, CFM56-7B27E, CFM56-7B27E/B1, CFM56-7B27E/B3, CFM56-7B26E/F, CFM56-7B26E/B2F, CFM56-7B27E/F, and CFM56-7B27E/B1F engine models.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by further analysis by the manufacturer that indicated a need to reduce the repetitive fan blade inspection interval based on ongoing root cause investigation of an April 2018 engine failure that resulted in one fatality. The FAA is issuing this AD to reduce the repetitive fan blade inspection interval to prevent failure of the fan blade. The unsafe condition, if not addressed, could result in failure of the fan blade, the engine inlet cowl disintegrating and debris penetrating the fuselage, causing a loss of pressurization, and prompting an emergency descent.

(f) Compliance

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

(g) Required Actions

(1) Perform an ultrasonic inspection (USI) or eddy current inspection (ECI) of the concave and convex sides of the fan blade dovetail as follows:

(i) Before further flight, perform an initial inspection of the fan blade using the criteria in Planning Information, either paragraph 1.C.(2)(a), 1.C.(2)(b), or 1.C.(2)(c), of CFM Service Bulletin (SB) CFM56-7B S/B 72-1033, Revision 2, dated July 27, 2018.

(ii) For all fan blades not inspected in accordance with (g)(1)(i) of this AD, perform an initial inspection prior to accumulating 20,000 flight cycles on the fan blade or before further flight, whichever occurs later.

(iii) Thereafter, repeat this inspection no later than 1,600 cycles since the last inspection or within 450 cycles after the effective date of this AD, whichever occurs later.

(iv) Use the Accomplishment Instructions, paragraphs 3.A.(3)(a) through (i), of CFM SB CFM56-7B S/B 72-1033, Revision 2, dated July 27, 2018, to perform a USI or use the instructions in subtask 72-21-01-220-091, of task 72-21-01-200-001, from CFM CFM56-7B Engine Shop Manual (ESM), Revision 57, dated January 15, 2018, to perform an ECI.

(2) If any unserviceable indication, as specified in the applicable service information in paragraph (g)(1)(iv) of this AD, is found during the inspections required by paragraph (g) of this AD, replace the fan blade before further flight with a part eligible for installation.

(h) Installation Prohibition

Do not install any replacement fan blade unless it meets one of the following criteria:

(1) The replacement fan blade has fewer than 20,000 cycles since new, or;

(2) The replacement fan blade has been inspected in accordance with paragraph (g) of this AD.

(i) Definition

For the purpose of this AD, a “replacement fan blade” is a fan blade that is being installed into an engine from which it was not previously removed. Removing and reinstalling a fan blade for the purpose of relubrication is not subject to the Installation Prohibition of this AD.

(j) Credit for Previous Actions

You may take credit for the actions that are required by paragraph (g) of this AD if you performed the actions before the effective date of this AD using CFM SB CFM56-7B S/B 72-1019, dated March 24, 2017; CFM SB CFM56-7B S/B 72-1019, Revision 1, dated June 13, 2017; CFM SB CFM56-7B S/B 72-1024, dated July 26, 2017; CFM SB CFM56-7B S/B 72-1033, dated April 20, 2018; CFM SB CFM56-7B S/B 72-1033, Revision 1, dated May 9, 2018; or an ECI using the instructions in task 72-21-01-200-001, subtask 72-21-01-220-091 of CFM56-7B ESM, earlier than Revision 57, dated January 15, 2018.

(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) 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.

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

(4) AMOCs approved previously for AD 2018-10-11 (83 FR 22836, May 17, 2018) are approved as AMOCs for the corresponding provisions of this AD.

(l) 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.

(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.

(3) The following service information was approved for IBR on October 16, 2018.

(i) CFM International S.A. (CFM) Service Bulletin CFM56-7B S/B 72-1033, Revision 2, dated July 27, 2018.

(ii) Reserved.

(4) The following service information was approved for IBR on May 14, 2018 (83 FR 19176, May 2, 2018).

(i) Subtask 72-21-01-220-091, of Task 72-21-01-200-001, from the CFM CFM56-7B Engine Shop Manual, Revision 57, dated January 15, 2018.

(ii) Reserved.

(5) 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.

(6) You may view this service information at the 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.

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

Issued in Burlington, Massachusetts, on September 26, 2018.
Karen M. Grant,
Acting Manager, Engine & Propeller Standards Branch,
Aircraft Certification Service.

2018-19-06 Dassault Aviation: Amendment 39-19406; Docket No. FAA-2018-0451; Product Identifier 2017-NM-172-AD.

(a) Effective Date

This AD is effective November 13, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 900EX airplanes, certificated in any category, serial number 240 and serial numbers 242 through 273 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of rejected take-offs due to untimely inboard flap retraction. We are issuing this AD to address an uncommanded retraction of the inboard slats and flaps during take-off, and consequent reduced controllability of the airplane.

(f) Compliance

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

(g) Modification and Replacement

Within 500 flight hours after the effective date of this AD, modify the slat/flap control wiring and replace the slat/flap control box having part number (P/N) 6-7061 with an improved control box, in accordance with the Accomplishment Instructions of Dassault Aviation Service Bulletin F900EX-522, also referred to as 522, dated March 8, 2017.

(h) Parts Installation Prohibition

After modification of an airplane as required by paragraph (g) of this AD, no person may install any slat/flap control box having P/N 6-7061 on that airplane.

(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 AD 2017-0219, dated November 14, 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-2018-0451.

(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) Dassault Aviation Service Bulletin F900EX-522, also referred to as 522, dated March 8, 2017.

(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 August 30, 2018.

Jeffrey E. Duven,

Director, System Oversight Division,

Aircraft Certification Service.

2018-19-07 Airbus SAS: Amendment 39-19407; Docket No. FAA-2018-0301; Product Identifier 2017-NM-112-AD.

(a) Effective Date

This AD is effective November 13, 2018.

(b) Affected ADs

None.

(c) Applicability

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

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

(d) Subject

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

(e) Reason

This AD was prompted by a report of yellow hydraulic system failure, including both braking accumulators, due to failure of the parking brake operated valve (PBOV). We are issuing this AD to address failure of the PBOV, which could result in no braking capability during ground operations, possibly leading to damage to the airplane and injury to people on the ground.

(f) Compliance

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

(g) PBOV Replacement

Within 60 months after the effective date of this AD, replace the PBOV having part number (P/N) A25315-1 with a PBOV having P/N A25315020-2, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-32-0467, dated July 4, 2017; Airbus Service Bulletin A300-32-6117, dated July 4, 2017; or Airbus Service Bulletin A310-32-2151, dated July 4, 2017; as applicable.

(h) Parts Prohibition

(1) After modification of an airplane as required by paragraph (g) of this AD, do not install any PBOV having P/N A25315-1 on that airplane.

(2) For an airplane that, as of the effective date of this AD, has a PBOV having P/N A25315020-2 installed: As of the effective date of this AD, do not install any PBOV having P/N A25315-1 on that airplane.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0153, dated August 17, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0301.

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

(k) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A300-32-0467, dated July 4, 2017.

(ii) Airbus Service Bulletin A300-32-6117, dated July 4, 2017.

(iii) Airbus Service Bulletin A310-32-2151, dated July 4, 2017.

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

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

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

Issued in Des Moines, Washington, on August 30, 2018.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2018-19-15 GEVEN S.p.A.: Amendment 39-19415; Docket No. FAA-2017-0504; Product Identifier 2017-NE-12-AD.

(a) Effective Date

This AD is effective November 14, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to certain GEVEN S.p.A. (Geven) Type D1-02 (also known as "Lightweight AFT facing seats") and D1-03 (also known as "Lightweight" Classic and Prestige) in-arm table, standard, and last row seats, with part numbers (P/Ns) and Effectivity Codes listed in Table 1.1.1 of Geven Service Bulletin (SB) No. D103-25-004, Revision 4, dated March 15, 2016.

(2) These appliances are installed on, but not limited to, Avions de transport regional (ATR) 42 and ATR 72 airplanes of U.S. registry.

(d) Subject

Joint Aircraft System Component (JASC) 2500 Code, Cabin Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by a report that seat belt attachment bolts were found detached or partially detached from the seat. We are issuing this AD to prevent failure of the seats to perform their intended function, which, if not detected and corrected, could possibly result in injury to occupants in case of an emergency landing.

(f) Compliance

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

(g) Required Actions

(1) Within six months after the effective date of this AD, in accordance with Geven SB No. D103-25-004, Revision 4, dated March 15, 2016, for all Geven Type D1-03 (also known as "Lightweight" Classic and Prestige) in-arm table, standard, and last row seats, P/N D1-03-()()()-()()(), modify the safety belt attachment assemblies on the aisle side spreader, and torque check the safety belt attachment assemblies on the central and fuselage side spreaders to 71 in-lbs. (8 nm).

(2) Within six months after the effective date of this AD, in accordance with Geven SB No. D103-25-004, Revision 4, dated March 15, 2016, for all Geven Type D1-02 (also known as

"Lightweight aft facing seats") in-arm table, standard, and last row seats, P/N D1-02-()()()-()()(), perform the following:

(i) Torque check the seat belt attachment assemblies on the aisle side, central, and fuselage side spreaders to 71 in-lbs., and verify that the safety belt attachment is free to rotate.

(ii) If the safety belt attachment is not free to rotate following paragraph (g)(2)(i), replace the bushing in accordance with paragraph 3.3.1 of Geven SB No. D103-25-004, Revision 4, dated March 15, 2016, or block each affected seat until the bushing replacement is accomplished.

(h) No Reporting Requirement

Although the service information identified in paragraph (g) of this AD specifies to submit certain information to the manufacturer, this AD does not include that reporting requirement.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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 Boston ACO Branch, send it to the attention of the person identified in paragraph (j)(1) 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.

(j) Related Information

(1) For more information about this AD, contact Neil Doh, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7757; fax: 781-238-7199; email: neil.doh@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2014-0187, dated August 20, 2014, 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 Docket No. FAA-2017-0504.

(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) GEVEN S.p.A. Service Bulletin No. D103-25-004, Revision 4, dated March 15, 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact Geven Technical Assistance Department, Via Boscofangone, Zona Industriale Nola-Marigliano, 80035 Nola (NA), Italy; phone: +39 081 31 21 396; fax: +39 081 31 21 321; email: Technical.assistance@geven.com.

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

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

Issued in Burlington, Massachusetts, on September 27, 2018.

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

2018-19-16 CFM International S.A.: Amendment 39-19416; Docket No. FAA-2018-0855; Product Identifier 2018-NE-31-AD.

(a) Effective Date

This AD is effective October 25, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all CFM LEAP-1A23, -1A24, -1A24E1, -1A26, -1A26E1, -1A26CJ, -1A29, -1A29CJ, -1A30, -1A32, -1A33, -1A33B2, and -1A35A turbofan engines with full authority digital engine control (FADEC) software, part number (P/N) 2590M00P07, version L1A0510, or earlier, installed; and prognostic health monitoring (PHM) software, P/N 2784M64P01, version PL1A0510, or earlier, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by aborted takeoffs after engines did not advance to the desired takeoff fan speed due to icing in the pressure sensor line. We are issuing this AD to prevent icing in the pressure sensor lines and inaccurate pressure sensor readings. The unsafe condition, if not addressed, could result 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 90 days after the effective date of this AD, remove FADEC software, P/N 2590M00P07, version L1A0510, or earlier; and PHM software, P/N 2784M64P01, version PL1A0510, or earlier, from the engine.

(2) Before further flight after the removal of the FADEC and PHM software required by paragraph (g)(1), install FADEC and PHM software that is eligible for installation.

(h) Installation Prohibition

After 90 days from the effective date of this AD, do not operate any engine with FADEC software, P/N 2590M00P07, version L1A0510, or earlier, installed; and PHM software, P/N 2784M64P01, version PL1A0510, or earlier, installed.

(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 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.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on September 27, 2018.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2018-19-18 Airbus SAS: Amendment 39-19418; Docket No. FAA-2018-0497; Product Identifier 2017-NM-140-AD.

(a) Effective Date

This AD is effective November 7, 2018.

(b) Affected ADs

This AD affects AD 2014-20-18, Amendment 39-17991 (79 FR 65879, November 6, 2014) ("AD 2014-20-18").

(c) Applicability

This AD applies to Airbus SAS Model 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, certificated in any category, all manufacturer serial numbers, except airplanes on which Airbus Modification 12171 or 12249 has been embodied in production, or on which Airbus Service Bulletin A300-57-6069 has been embodied in service.

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking on the frame (FR) 47 angle fitting. We are issuing this AD to detect and correct cracking of the FR47 angle fitting, 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) Definitions

For the purposes of this AD, the definitions in paragraphs (g)(1) through (g)(6) apply.

(1) Group 1 airplanes are those airplanes on which Airbus Service Bulletin A300-57-6113, Revision 00, dated April 25, 2016, has not been incorporated as of the effective date of this AD.

(2) Group 2 airplanes are those airplanes on which Airbus Service Bulletin A300-57-6113, Revision 00, dated April 25, 2016, has been incorporated as of the effective date of this AD.

(3) The average flight time (AFT) for the inspection threshold is defined as the flight hours (FH) divided by the flight cycles (FC), counted from the first flight of the airplane.

(4) The AFT for the inspection interval is defined as the FH divided by the FC, counted from the date of the last inspection required by paragraph (i), (j), (k), or (l) of this AD, as applicable.

(5) For airplanes on which Airbus modification 10155 has been embodied, the thresholds for the inspections required by paragraphs (i), (j), and (k) of this AD are counted from the first flight of the airplane.

(6) For airplanes on which Airbus modification 10155 has not been embodied, the thresholds for the inspections required by paragraphs (i), (j), and (k) of this AD are counted since the date on which Airbus Service Bulletin A300-57-6050 was embodied on the airplane.

(h) Modification

For all airplanes on which Airbus modification 10155 has not been embodied: Before exceeding 15,100 FC or 38,900 FH, whichever occurs first after first flight of the airplane; or within the "grace periods" defined in paragraph 1.B.(4), "Accomplishment Timescale," of Airbus Service Bulletin A300-57-6050, Revision 3, dated May 31, 2001; whichever occurs later, modify the angle fitting attachment holes of the wing center box by cold expansion, including doing a rotating probe inspection for cracking, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6050, Revision 3, dated May 31, 2001. Where paragraph 1.B.(4), "Accomplishment Timescale," of Airbus Service Bulletin A300-57-6050, Revision 3, dated May 31, 2001, specifies "grace periods" relative to the receipt of the service bulletin, count the "grace periods" from December 19, 2005 (the effective date of AD 2005-23-08 (70 FR 69056, November 14, 2005)). If any crack is found during any inspection: Before further flight, repair using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus SAS's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Internal Lower Angle Fitting (Vertical Face) Web Inspections

For Group 1 airplanes: Before exceeding the applicable threshold specified in figure 1 to paragraph (i) of this AD, or within 12 months after the effective date of this AD, whichever occurs later, do a high frequency eddy current (HFEC) rotating probe inspection for cracking of holes H, I, K, L M, N, U, V, W, X, and Y of the internal lower angle fitting web (left-hand and right-hand sides), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6049, Revision 8, dated July 4, 2017. Repeat the inspection thereafter at intervals not to exceed those specified in figure 1 to paragraph (i) of this AD.

Figure 1 to paragraph (i) of this AD – *Internal lower angle fitting (vertical face) inspections*

AFT	**Compliance Time** (FC or FH, whichever occurs first)	
	Thresholds (see paragraphs (g)(5) and (g)(6) of this AD)	**Intervals**
Greater than 1.5	7,400 FC or 15,950 FH	4,350 FC or 9,450 FH
Equal to or less than 1.5	7,950 FC or 11,950 FH	4,700 FC or 7,100 FH

(j) Internal Lower Angle Fitting (Horizontal Face) Inspections

For Group 1 airplanes: Before exceeding the applicable threshold specified in figure 2 to paragraph (j) of this AD, or within 12 months after the effective date of this AD, whichever occurs later, do an HFEC rotating probe inspection for cracking of holes A, B, C, D, E, F, G, P, Q, S, and T

(adjacent to hole G) of the internal lower angle fitting horizontal splicing (left-hand and right-hand sides), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6086, Revision 7, dated March 26, 2018. Repeat the inspection thereafter at intervals not to exceed those specified in figure 2 to paragraph (j) of this AD.

Figure 2 to paragraph (j) of this AD – *Internal lower angle fitting (horizontal face) inspections*

AFT	**Compliance Time** (FC or FH, whichever occurs first)	
	Thresholds (see paragraphs (g)(5) and (g)(6) of this AD)	**Intervals**
Greater than 1.5	6,800 FC or 14,750 FH	6,300 FC or 13,650 FH
Equal to or less than 1.5	7,350 FC or 11,050 FH	6,800 FC or 10,250 FH

(k) Aft Bottom Panel Inspections

For Group 1 airplanes: Before exceeding the applicable thresholds specified in figure 3 to paragraph (k) of this AD, or within 12 months after the effective date of this AD, whichever occurs later, do an ultrasonic inspection for cracking of the aft bottom panel, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6086, Revision 7, dated March 26, 2018. Repeat the inspection thereafter at intervals not to exceed those specified in figure 3 to paragraph (k) of this AD.

Figure 3 to paragraph (k) of this AD – *Aft bottom panel inspections*

AFT	**Compliance Time** (FC or FH, whichever occurs first)	
	Thresholds (see paragraphs (g)(5) and (g)(6) of this AD)	**Intervals**
Greater than 1.5	6,800 FC or 14,750 FH	1,400 FC or 3,050 FH
Equal to or less than 1.5	7,350 FC or 11,050 FH	1,500 FC or 2,250 FH

(l) FR47/Rib 1 junction area inspections

For Group 2 airplanes: Before exceeding the applicable thresholds specified in figure 4 to paragraph (l) of this AD, do ultrasonic and radiographic inspections for cracking of the FR47/Rib 1 junction area, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-57-6119, Revision 00, dated April 25, 2016. Repeat the inspections thereafter at intervals not to exceed those specified in figure 4 to paragraph (l) of this AD. Count the threshold compliance times from the date on which Airbus Service Bulletin A300-57-6113, Revision 00, dated April 25, 2016, was embodied on the airplane.

Figure 4 to paragraph (l) of this AD – *FR47/Rib 1 junction area inspections*

AFT	Area(s)	**Compliance time** (FC or FH, whichever occurs first)	
		Thresholds	**Intervals**
Greater than or equal to 1.5	A	9,500 FC or 20,520 FH	2,000 FC or 4,320 FH
	B or C	7,700 FC or 16,690 FH	6,100 FC or 13,170 FH
	D	2,700 FC or 5,990 FH	1,800 FC or 3,930 FH
	E	11,100 FC or 24,110 FH	2,200 FC or 4,830 FH
Less than 1.5	A	10,200 FC or 15,390 FH	2,100 FC or 3,240 FH
	B or C	8,300 FC or 12,520 FH	6,500 FC or 9,880 FH
	D	2,900 FC or 4,490 FH	1,900 FC or 2,900 FH
	E	12,000 FC or 18,080 FH	2,400 FC or 3,620 FH

(m) Related Investigative and Corrective Actions

If, during any inspection required by paragraph (i), (j), (k), or (l) of this AD, any crack is found: Before further flight, accomplish all applicable related investigative and corrective actions in accordance with the Accomplishment Instructions of the service information specified in paragraphs (m)(1) through (m)(3) of this AD, as applicable. Where the service information specified in paragraphs (m)(1) through (m)(3) of this AD specifies to contact Airbus for instructions, before further flight, obtain instructions approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS's EASA DOA and accomplish those instructions accordingly. If approved by the DOA, the approval must include the DOA-authorized signature.

(1) If the inspection was done as specified in paragraph (i) of this AD: Airbus Service Bulletin A300-57-6049, Revision 8, dated July 4, 2017.

(2) If the inspection was done as specified in paragraph (j) or (k) of this AD: Airbus Service Bulletin A300-57-6086, Revision 7, dated March 26, 2018.

(3) If the inspection was done as specified in paragraph (l) of this AD: Airbus Service Bulletin A300-57-6119, Revision 00, dated April 25, 2016.

(n) Reporting

At the applicable time specified in paragraph (n)(1) or (n)(2) of this AD: Report the results of the inspections required by paragraphs (i), (j), (k), and (l) of this AD to Airbus Service Bulletin Reporting Online Application on Airbus World (https://w3.airbus.com/), or submit the results to Airbus in accordance with the instructions of the applicable service information specified in paragraphs (i), (j), (k), or (l) of this AD. The report must include the inspection results, a description of any discrepancies found, the airplane serial number, and the number of flight cycles and flight hours on the airplane.

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

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

(o) Terminating Action for AD 2014-20-18

Accomplishment of the action required by paragraph (h) of this AD and the initial inspections required by paragraphs (i) and (j), and (k) of this AD terminates all requirements of AD 2014-20-18.

(p) Credit for Previous Actions

(1) This paragraph provides credit for actions specified in paragraph (h) of this AD, if those actions were performed before December 19, 2005 (the effective date of AD 2005-23-08 (70 FR 69056, November 14, 2005)), using Airbus Service Bulletin A300-57-6050, Revision 02, dated February 10, 2000.

(2) This paragraph provides credit for actions specified in paragraphs (j), (k), and (m)(2) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-57-6086, Revision 6, dated July 4, 2017.

(q) 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 (r)(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 2014-20-18 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 EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

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

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

(r) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0210, dated October 24, 2017, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0497.

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

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

(s) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on November 7, 2018.

(i) Airbus Service Bulletin A300-57-6049, Revision 8, dated July 4, 2017.

(ii) Airbus Service Bulletin A300-57-6086, Revision 7, dated March 26, 2018.

(iii) Airbus Service Bulletin A300-57-6119, Revision 00, dated April 25, 2016.

(4) The following service information was approved for IBR on December 19, 2005 (70 FR 69056, November 14, 2005).

(i) Airbus Service Bulletin A300-57-6050, Revision 03, dated May 31, 2001. This document contains the effective pages specified in paragraphs (s)(4)(i)(A), (s)(4)(i)(B), (s)(4)(i)(C), and (s)(4)(i)(D) of this AD.

(A) Pages 1, 4, 10A through 11, 75, and 76 are identified as Revision 03, dated May 31, 2001.

(B) Pages 2, 8, 9, 17 through 32, 41, 42, 57, 58, 61 through 63, and 77 are identified as Revision 02, dated February 10, 2000.

(C) Pages 3, 5 through 7, 10, 12, 33, 34, 37, 38, 47, 59, and 60 are identified as Revision 01, dated May 31, 1999.

(D) Pages 13 through 16, 35, 36, 39, 40, 43 through 46, 48 through 56, and 64 through 74 are identified as original, dated September 9, 1994.

(ii) Reserved.

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

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

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

Issued in Des Moines, Washington, on September 10, 2018.

Michael Kaszycki,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-19-22 General Electric Company: Amendment 39-19423; Docket No. FAA-2018-0863; Product Identifier 2018-NE-30-AD.

(a) Effective Date

This AD is effective October 25, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all General Electric Company (GE) CF34-10A16, CF34-10E2A1, CF34-10E5, CF34-10E5A1, CF34-10E6, CF34-10E6A1, CF34-10E7, and CF34-10E7-B turbofan engines with high-pressure turbine (HPT) front rotating air seals listed in Appendices A and B, of GE CF34-10E Service Bulletin (SB) 72-0347 R00, dated August 3, 2018, that were not inspected and repaired using GE CF34-10E SB 72-0347 R00, dated August 3, 2018.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by cracks found in the HPT front rotating air seal. We are issuing this AD to prevent failure of the HPT front rotating air seal. The unsafe condition, if not addressed, could result in an uncontained release of the HPT front rotating 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

(1) Remove the HPT front rotating air seal listed in Appendix A, of GE CF34-10E SB 72-0347 R00, dated August 3, 2018, and replace with a part eligible for installation within the following cycles:

(i) If the HPT front rotating air seal has 17,499 cycles since new (CSN) or more on the effective date of this AD, remove within 250 cycles in service (CIS).

(ii) If the HPT front rotating air seal has 16,500 to 17,498 CSN on the effective date of this AD, remove within 500 CIS but not to exceed 17,750 CSN.

(iii) If the HPT front rotating air seal has 15,500 to 16,499 CSN on the effective date of this AD, remove within 750 CIS but not to exceed 17,000 CSN.

(iv) If the HPT front rotating air seal has 14,500 to 15,499 on the effective date of this AD, remove within 1,000 CIS but not to exceed 16,250 CSN.

(v) If the HPT front rotating air seal has 12,800 to 14,499 on the effective date of this AD, remove within 1,500 CIS but not to exceed 15,500 CSN.

(vi) If the HPT front rotating air seal has 10,800 to 12,799 CSN on the effective date of this AD, remove within 2,000 CIS but not to exceed 14,300 CSN.

(vii) If the HPT front rotating air seal has 8,450 to 10,799 CSN on the effective date of this AD, remove within 2,500 CIS but not to exceed 12,800 CSN.

(viii) If the HPT front rotating air seal has fewer than 8,450 CSN on the effective date of this AD, remove at next piece-part exposure or before accumulating 10,950 CSN, whichever comes first.

(2) Remove the HPT front rotating air seal, listed in Appendix B, of GE CF34-10E SB 72-0347 R00, dated August 3, 2018, from service and replace with a part eligible for installation before exceeding the CSN listed in Appendix B, of GE CF34-10E SB 72-0347 R00, dated August 3, 2018.

(h) Definitions

(1) For the purpose of this AD, a part that is “eligible for installation” is defined as:

(i) An HPT front rotating air seal with a part number (P/N) and serial number (S/N) that is not listed in Appendix A or B, of GE CF34-10E SB 72-0347 R00, dated August 3, 2018; or,

(ii) an HPT front rotating air seal with a P/N and S/N listed in Appendix A or B, of GE CF34-10E SB 72-0347 R00, dated August 3, 2018, that was inspected and repaired using GE SB CF34-10E SB 72-0347 R00, dated August 3, 2018.

(2) For the purpose of this AD, “piece-part exposure” is defined as the separation of the HPT front rotating air seal from the disk.

(i) Special Flight Permit

A special flight permit will not be issued.

(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 Michael Richardson-Bach, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7747; fax: 781-238-7199; email: michael.richardson-bach@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) General Electric Company CF34-10E Service Bulletin 72-0347 R00, dated August 3, 2018.

(ii) Reserved.

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

(4) You may view this service information at the 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 September 28, 2018.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch,

Aircraft Certification Service.

2018-19-23 The Boeing Company: Amendment 39-19424; Docket No. FAA-2017-0905; Product Identifier 2017-NM-090-AD.

(a) Effective Date

This AD is effective November 7, 2018.

(b) Affected ADs

This AD replaces AD 2013-01-02, Amendment 39-17316 (78 FR 4051, January 18, 2013) ("AD 2013-01-02").

(c) Applicability

This AD applies to The Boeing Company airplanes; certificated in any category; as identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Model 747-8F and 747-8 series airplanes as identified in Boeing Special Attention Service Bulletin 747-52-2307, Revision 1, dated May 2, 2018.

(2) Model 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, as identified in Boeing Special Attention Service Bulletin 747-52-2308, Revision 1, dated June 18, 2018.

(3) Model 757-200, 757-200PF, 757-200CB, and -300 series airplanes, as identified in Boeing Special Attention Service Bulletin 757-52-0093, Revision 2, dated November 14, 2017.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of uncommanded cargo door operation. We are issuing this AD to prevent failures of the cargo door control switch from allowing uncommanded movement of the cargo door, which if not corrected, could lead to injuries to persons and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Except as required by paragraph (h) of this AD: Do the applicable actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD.

(1) For airplanes identified in Boeing Special Attention Service Bulletin 747-52-2307, Revision 1, dated May 2, 2018: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing

Special Attention Service Bulletin 747-52-2307, Revision 1, dated May 2, 2018, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-52-2307, Revision 1, dated May 2, 2018.

(2) For airplanes identified in Boeing Special Attention Service Bulletin 747-52-2308, Revision 1, dated June 18, 2018: At the applicable time specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 747-52-2308, Revision 1, dated June 18, 2018, do all applicable actions identified as RC in, and in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 747-52-2308, Revision 1, dated June 18, 2018.

(3) For airplanes identified in Boeing Special Attention Service Bulletin 757-52-0093, Revision 2, dated November 14, 2017: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Special Attention Service Bulletin 757-52-0093, Revision 2, dated November 14, 2017, do all applicable actions identified as RC in, and in accordance with, the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-52-0093, Revision 2, dated November 14, 2017.

(h) Exception to Service Information

Where Boeing Special Attention Service Bulletin 747-52-2307, Revision 1, dated May 2, 2018; Boeing Special Attention Service Bulletin 747-52-2308, Revision 1, dated June 18, 2018; and Boeing Special Attention Service Bulletin 757-52-0093, Revision 2, dated November 14, 2017; specify a compliance time after "the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(i) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (g)(1) of this AD if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 747-52-2307, dated May 23, 2017.

(2) This paragraph provides credit for the actions specified in paragraph (g)(2) of this AD if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 747-52-2308, dated June 5, 2017.

(3) This paragraph provides credit for the actions specified in paragraph (g)(3) of this AD if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757-52-0093, dated May 5, 2016; or Boeing Special Attention Service Bulletin 757-52-0093, Revision 1, dated April 21, 2017.

(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) 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.

(4) 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

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.

(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 747-52-2307, Revision 1, dated May 2, 2018.

(ii) Boeing Special Attention Service Bulletin 747-52-2308, Revision 1, dated June 18, 2018.

(iii) Boeing Special Attention Service Bulletin 757-52-0093, Revision 2, dated November 14, 2017.

(3) For The Boeing Company 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 September 14, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-19-24 BAE Systems (Operations) Limited: Amendment 39-19425; Docket No. FAA-2018-0511; Product Identifier 2017-NM-145-AD.

(a) Effective Date

This AD is effective November 7, 2018.

(b) Affected ADs

This AD affects AD 2005-15-11, Amendment 39-14200 (70 FR 43025, July 26, 2005) ("AD 2005-15-11").

(c) Applicability

This AD applies to all BAE Systems (Operations) Limited Model 4101 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that it is possible for cracks in fuselage frame 90 to exceed the critical length for failure in less time than the current inspection interval; and a determination that inspection requirements for a number of maintenance tasks involving certain airworthiness limitations are incorrect. We are issuing this AD to address cracking in fuselage frame 90, which could cause it to fail and thereby compromise the structural integrity of the aircraft pressure hull. We are also issuing this AD to address fatigue damage of various airplane structures, 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) Inspection

At the compliance times specified in paragraphs (g)(1) and (g)(2) of this AD, as applicable: Do a detailed inspection of fuselage frame 90 for cracking or fatigue damage, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Alert Service Bulletin J41-A53-058, dated December 6, 2016. If any cracking or fatigue damage is found: Before further flight, repair using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or BAE Systems (Operations) Limited's EASA Design Organization Approval (DOA).

(1) For airplanes with 6,300 flight cycles or fewer since Structural Significant Items (SSI) 53-10-029 (Maintenance Planning Document (MPD) 531029-DVl-10010-1) was last accomplished: Within 6,600 flight cycles after the last accomplishment of SSI 53-10-029 (MPD 531029-DVl-10010-1), or within 6 months after the effective date of this AD, whichever is later.

(2) For airplanes with more than 6,300 flight cycles since SSI 53-10-029 (MPD 531029-DVl-10010-1) was last accomplished: Within 300 flight cycles or 4.5 months, whichever is earlier, since the last accomplishment of SSI 53-10-029 (MPD 531029-DVl-10010-1), or within 6 months after the effective date of this AD, whichever is later.

(h) Maintenance or Inspection Program Revisions

Within 90 days after the effective date of this AD: Revise the maintenance or inspection program, as applicable, by incorporating the maintenance tasks and associated thresholds and intervals described in, and in accordance with, the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-51-001, Revision 4, dated July 11, 2017. The initial compliance times for new or revised tasks are at the applicable times specified in BAE Systems (Operations) Limited Service Bulletin J41-51-001, Revision 4, dated July 11, 2017, or within 6 months after the effective date of this AD, whichever is later.

(i) No Alternative Actions and Intervals

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

(j) Terminating Action for Requirements of AD 2005-15-11

Accomplishment of the actions required by paragraph (h) of this AD terminates all requirements of AD 2005-15-11.

(k) No Reporting Requirement

Although the Accomplishment Instructions of BAE Systems (Operations) Limited Alert Service Bulletin J41-A53-058, dated December 6, 2016, specify to submit certain information to the manufacturer, this AD does not include that requirement.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or BAE Systems (Operations)

Limited's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0187, dated September 22, 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-2018-0511.

(2) For more information about this AD, contact Todd Thompson, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3228.

(n) Material Incorporated by Reference

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

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

(i) BAE Systems (Operations) Limited Alert Service Bulletin J41-A53-058, dated December 6, 2016.

(ii) BAE Systems (Operations) Limited Service Bulletin J41-51-001, Revision 4, dated July 11, 2017.

(3) For service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207; fax +44 1292 675704; email RApublications@baesystems.com; internet http://www.baesystems.com/Businesses/RegionalAircraft/index.htm.

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

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

Issued in Des Moines, Washington, on September 14, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-19-26 Dassault Aviation: Amendment 39-19427; Docket No. FAA-2018-0549; Product Identifier 2018-NM-014-AD.

(a) Effective Date

This AD is effective November 5, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Dassault Aviation Model MYSTERE-FALCON 200 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 more restrictive maintenance requirements 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 maintenance or inspection program, as applicable, to incorporate Chapter 5-40-00, Airworthiness Limitations, Revision 17, dated December 20, 2017, of the Dassault Falcon 200 Maintenance Manual. The initial compliance time for accomplishing the actions is at the applicable time specified in Chapter 5-40-00, Airworthiness Limitations, Revision 17, dated December 20, 2017, of the Dassault Falcon 200 Maintenance Manual; 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, 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 AD 2018-0009, dated January 15, 2018, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0549.

(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) Chapter 5-40-00, Airworthiness Limitations, Revision 17, dated December 20, 2017, of the Dassault Falcon 200 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 September 14, 2018.
John P. Piccola,
Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-19-27 Dassault Aviation: Amendment 39-19428; Docket No. FAA-2018-0357; Product Identifier 2018-NM-035-AD.

(a) Effective Date

This AD is effective November 13, 2018.

(b) Affected ADs

This AD affects AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010) ("AD 2010-26-05"); and AD 2014-16-12, Amendment 39-17936 (79 FR 52187, September 3, 2014) ("AD 2014-16-12").

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 2000EX airplanes, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before January 15, 2018.

(d) Subject

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

(e) Reason

This AD was prompted by manufacturer revisions to the airplane maintenance manual (AMM) that introduce new or more restrictive maintenance requirements and airworthiness limitations. We are issuing this AD to address reduced structural integrity of the airplane.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, of the Dassault Falcon 2000EX Maintenance Manual. The initial compliance times for doing the tasks are at the time specified in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, of the Dassault Falcon 2000EX Maintenance Manual, or within 90 days after the effective date of this AD, whichever occurs later; except for task number 52-20-00-610-801-01, the initial compliance time is within 24 months after October 8, 2014 (the effective date of AD 2014-16-12). The term "LDG" in the "First Inspection" column of any table in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision

11, dated November 2017, means total airplane landings. The term “FH” in the “First Inspection” column of any table in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, means total flight hours. The term “FC” in the “First Inspection” column of any table in Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, means total flight cycles.

(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 (j)(1) of this AD.

(i) Terminating Actions for Other ADs

(1) Accomplishing the actions required by paragraph (g) of this AD terminates all of the requirements of AD 2014-16-12.

(2) Accomplishing the actions specified in paragraph (g) of this AD terminates the requirements of paragraph (g) of AD 2010-26-05 for Dassault Aviation Model FALCON 2000EX airplanes.

(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 Dassault Aviation'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 2018-0021, dated January 29, 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-2018-0357.

(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) Chapter 5-40, Airworthiness Limitations, DGT 113877, Revision 11, dated November 2017, of the Dassault Falcon 2000EX 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 September 14, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-19-29 Airbus SAS: Amendment 39-19430; Docket No. FAA-2018-0395; Product Identifier 2017-NM-136-AD.

(a) Effective Date

This AD is effective November 5, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (c)(7) of this AD, certificated in any category, all manufacturer serial numbers.

(1) Model A330-201, -202, -203, -223, and -243 airplanes.
(2) Model A330-223F and -243F airplanes.
(3) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.
(4) Model A340-211, -212, and -213 airplanes.
(5) Model A340-311, -312, and -313 airplanes.
(6) Model A340-541 airplanes.
(7) Model A340-642 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a report of deficient fatigue performance of 300M high strength steel used in forgings. Components made of 300M high strength steel are installed on the main landing gear (MLG), nose landing gear (NLG), and center landing gear (CLG). We are issuing this AD to detect and correct certain parts made from 300M high strength steel, which if uncorrected, could lead to structural failure of the landing gear, and possible loss of control of the airplane during take-off or landing.

(f) Compliance

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

(g) Definitions

(1) For the purpose of this AD, an affected part is any main fitting, bogie beam, or sliding piston of the MLG, NLG, or CLG installed on the airplane, having a part number and serial number

combination specified in the applicable service information identified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD.

(2) For the purpose of this AD, a serviceable part is any main fitting, bogie beam, or sliding piston of the MLG, NLG, or CLG that has not exceeded the applicable life limit specified in paragraph (g)(2)(i), (g)(2)(ii), or (g)(2)(iii) of this AD, since first installation on an airplane.

(i) The life limit specified in the applicable service information identified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD.

(ii) The life limit specified in Airbus A330 Airworthiness Limitations Section (ALS) Part 1, "Safe Life Airworthiness Limitation Items (SL-ALI)," Revision 09, dated September 18, 2017; and A330 ALS Part 1, "Safe Life Airworthiness Limitation Items (SL-ALI)," Variation 9.2, dated November 28, 2017.

(iii) The life limit specified in Airbus A340 Airworthiness Limitations Section (ALS) Part 1, "Safe Life Airworthiness Limitation Items (SL-ALI)," Revision 09, dated September 18, 2017; and A340 ALS Part 1, "Safe Life Airworthiness Limitation Items (SL-ALI)," Variation 9.2, dated November 28, 2017.

(h) Identification of Part Number, Serial Number, Weight Variant, and Reduced Life Limit

Within 3 months after the effective date of this AD: Identify the part number and serial number of each main fitting, bogie beam, and sliding piston of the MLG, NLG, and CLG installed on the airplane; identify the airplane's weight variant; and determine the applicable reduced life limit; in accordance with the Accomplishment Instructions of the applicable service information identified in paragraph (h)(1), (h)(2), or (h)(3) of this AD. A review of airplane maintenance records is acceptable for identification of the installed main fittings, bogie beams, and sliding pistons of the MLG, NLG, and CLG, provided the part number and serial number of each component can be conclusively identified by that review.

(1) Airbus Service Bulletin A330-32-3281, Revision 02, including Appendixes 01 through 06, dated June 16, 2017.

(2) Airbus Service Bulletin A340-32-4310, Revision 02, including Appendixes 01 through 06, dated June 16, 2017.

(3) Airbus Service Bulletin A340-32-5119, Revision 01, including Appendixes 01 through 07, dated January 31, 2017.

(i) Replacement of Affected Parts

Prior to exceeding the applicable life limit, as specified in the applicable service information identified in paragraph (h)(1), (h)(2), or (h)(3) of this AD, or within 3 months after the effective date of this AD, whichever occurs later: Replace each affected part (as defined in paragraph (g)(1) of this AD) with a serviceable part (as defined in paragraph (g)(2) of this AD).

(j) Parts Installation Specification

As of the effective date of this AD, any affected part (as defined in paragraph (g)(1) of this AD) may be used as a replacement part, provided the affected part is also a serviceable part (as defined in paragraph (g)(2) of this AD), and following installation, the affected part is replaced prior to exceeding the applicable life limit as specified in paragraph (g)(2) of this AD.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested

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

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2017-0185, dated September 22, 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-2018-0395.

(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 98198-6547; telephone and fax 206-231-3229.

(m) Material Incorporated by Reference

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

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

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

(ii) Airbus A330 Airworthiness Limitations Section (ALS) Part 1, “Safe Life Airworthiness Limitation Items (SL-ALI),” Variation 9.2, dated November 28, 2017.

(iii) Airbus A340 Airworthiness Limitations Section (ALS) Part 1, “Safe Life Airworthiness Limitation Items (SL-ALI),” Revision 09, dated September 18, 2017.

(iv) Airbus A340 Airworthiness Limitations Section (ALS) Part 1, “Safe Life Airworthiness Limitation Items (SL-ALI),” Variation 9.2, dated November 28, 2017.

(v) Airbus Service Bulletin A330-32-3281, Revision 02, including Appendixes 01 through 06, dated June 16, 2017.

(vi) Airbus Service Bulletin A340-32-4310, Revision 02, including Appendixes 01 through 06, dated June 16, 2017.

(vii) Airbus Service Bulletin A340-32-5119, Revision 01, including Appendixes 01 through 07, dated January 31, 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 September 14, 2018.

John P. Piccola,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2018-20-06 Airbus SAS: Amendment 39-19440; Docket No. FAA-2018-0417; Product Identifier 2017-NM-132-AD.

(a) Effective Date

This AD is effective November 5, 2018.

(b) Affected ADs

This AD replaces AD 2016-25-03, Amendment 39-18729 (81 FR 93801, December 22, 2016) ("AD 2016-25-03").

(c) Applicability

This AD applies to Airbus SAS Model A300 F4-605R and A300 F4-622R airplanes, certificated in any category, on which Airbus SAS modification 12046 has been embodied in production. Modification 12046 has been embodied in production on manufacturer serial numbers (MSNs) 0805 and above, except MSNs 0836, 0837, and 0838.

(d) Subject

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

(e) Reason

This AD was prompted by a report of two adjacent frame forks that were found cracked on the aft lower deck cargo door (LDCD) of two airplanes during scheduled maintenance, and the introduction of frame fork reinforcement or repair procedures that, when done, allow an extension of repetitive inspection intervals. We are issuing this AD to address cracked or ruptured aft LDCD frames, which could allow loads to be transferred to the remaining structural elements. This condition could lead to the rupture of one or more vertical aft LDCD frames, which could result in reduced structural integrity of the aft LDCD.

(f) Compliance

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

(g) Retained Inspection Requirements and On-Condition Actions, With Revised Compliance Times and New Service Information

This paragraph restates the requirements of paragraph (g) of AD 2016-25-03, with revised compliance times and new service information. At the applicable time specified in paragraph (h) of this AD, or before exceeding the threshold defined in table 1 to paragraph (g) of this AD, whichever occurs later: Do the actions specified in paragraphs (g)(1), (g)(2), and (g)(3) of this AD. Repeat the

high frequency eddy current (HFEC) inspection specified in paragraph (g)(3) of this AD thereafter at intervals not to exceed the applicable times specified in table 1 to paragraph (g) of this AD.

(1) A one-time check of the aft LDCD clearances “U” and “V” between the latching hooks and the eccentric bush at FR60 through FR64A, in accordance with the instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015; or the Accomplishment Instructions of Airbus Service Bulletin A300-52-6086, Revision 01, dated May 29, 2018. If any value outside tolerance is found, adjust the latching hook before further flight, in accordance with the instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015; or the Accomplishment Instructions of Airbus Service Bulletin A300-52-6086, Revision 01, dated May 29, 2018.

(2) A one-time detailed inspection to detect signs of wear of the hooks, eccentric bushes, and x-stops, in accordance with the instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015. If any wear is found, do all applicable corrective actions before further flight, in accordance with the instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015.

(3) An HFEC inspection to detect cracking at all frame fork stations of the aft LDCD, in accordance with the instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015; or the Accomplishment Instructions of Airbus Service Bulletin A300-52-6086, Revision 01, dated May 29, 2018, 2016. If any crack is found, before further flight, replace the cracked frame fork, in accordance with the instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015; repair the cracked frame fork, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-52-6086, Revision 01, dated May 29, 2018; or reinforce the cracked frame fork, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A300-52-6085, Revision 01, dated May 2, 2018, except as required by paragraph (i) of this AD.

Table 1 to paragraph (g) of this AD – *Initial and repetitive HFEC inspections*

Frame Forks Status	Threshold	Interval
Frame forks installed since first flight of the airplane	Before exceeding 4,500 flight cycles since first flight of the airplane	600 flight cycles
Frame forks replaced per Airbus Alert Operators Transmission - AOT A52W011-15, or repaired per Airbus Service Bulletin A300-52-6086	Within 6,800 flight cycles after frame forks repair or replacement	1,200 flight cycles
Frame forks reinforced per Airbus Service Bulletin A300-52-6085	Within 6,800 flight cycles after frame forks reinforcement	1,200 flight cycles

(h) Retained Compliance Times, With No Changes

At the later of the times specified in paragraphs (h)(1) and (h)(2) of this AD, do the actions required by paragraph (g) of this AD.

(1) Before the accumulation of 4,500 total flight cycles.

(2) At the applicable time specified by paragraph (h)(2)(i) or (h)(2)(ii) of this AD.

(i) For airplanes that have accumulated 8,000 or more total flight cycles as of January 26, 2017 (the effective date of AD 2016-25-03): Within 100 flight cycles after January 26, 2017.

(ii) For airplanes that have accumulated fewer than 8,000 total flight cycles as of January 26, 2017 (the effective date of AD 2016-25-03): Within 400 flight cycles after January 26, 2017.

(i) Service Information Exception

Where Airbus Service Bulletin A300-52-6085, Revision 01, dated May 2, 2018, specifies to contact Airbus for appropriate action: Before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (n)(2) of this AD.

(j) No Terminating Action

Accomplishment of corrective actions on an airplane as required by paragraph (g)(1) or (g)(2) of this AD, or repair, reinforcement, or replacement of a frame fork as required by paragraph (g)(3) of this AD, on the aft LDCD of an airplane does not constitute terminating action for the repetitive HFEC inspections required by paragraph (g)(3) of this AD for that airplane.

(k) Compliance Time Clarification

After replacement, repair, or reinforcement of any frame fork on the aft LDCD of an airplane, as specified in paragraph (g)(3) of this AD, the next HFEC inspection as required by paragraph (g)(3) of this AD can be deferred for any frame fork that is replaced, repaired, or reinforced, but must be accomplished before exceeding 6,800 flight cycles after the replacement, repair, or reinforcement of that frame fork.

(l) No Reporting

Although the Accomplishment Instructions of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015; and Airbus Service Bulletin A300-52-6086, Revision 01, dated May 29, 2018; specify to submit certain information to the manufacturer, this AD does not include that requirement.

(m) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g)(1) and (g)(3) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-52-6086, Revision 00, dated December 25, 2016.

(2) This paragraph provides credit for actions required by paragraph (g)(3) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A300-52-6085, Revision 00, dated December 22, 2016.

(n) Other FAA AD Provisions

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

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

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

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

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2015-0152R1, dated May 23, 2017, for related information. This MCAI may be found in the AD docket on the iInternet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0417.

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

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

(p) Material Incorporated by Reference

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

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

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

(i) Airbus Service Bulletin A300-52-6085, Revision 01, dated May 2, 2018.

(ii) Airbus Service Bulletin A300-52-6086, Revision 01, dated May 29, 2018.

(4) The following service information was approved for IBR on January 26, 2017 (81 FR 93801, December 22, 2016).

(i) Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015, including the following appendices:

(A) Appendix 1–Flowchart, undated.

(B) Appendix 2–Reporting Sheet, undated. (The pages of Appendix 2 are not numbered.)

(C) Appendix 3–titled “Technical Disposition,” Ref. TD/K12/L3/02978/2015, Issue B, dated July 21, 2015. (Appendix 3 is identified with an appendix number only on page 1 of Airbus Alert Operators Transmission A52W011-15, Revision 00, dated July 23, 2015.)

(D) Appendix 4–Part number identification for frame forks and bushings, undated.

(ii) Reserved.

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

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

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

Issued in Des Moines, Washington, on September 21, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-20-07 Dassault Aviation: Amendment 39-19441; Docket No. FAA-2018-0394; Product Identifier 2018-NM-036-AD.

(a) Effective Date

This AD is effective November 7, 2018.

(b) Affected ADs

This AD affects AD 2010-26-05, Amendment 39-16544 (75 FR 79952, December 21, 2010) ("AD 2010-26-05"); AD 2012-02-18, Amendment 39-16941 (77 FR 12175, February 29, 2012) ("AD 2012-02-18"); and AD 2017-09-03, Amendment 39-18865 (82 FR 21467, May 9, 2017) ("AD 2017-09-03").

(c) Applicability

This AD applies to Dassault Aviation Model MYSTERE-FALCON 50 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that more restrictive maintenance requirements and airworthiness limitations are necessary. We are issuing this AD to address reduced structural integrity of the airplane.

(f) Compliance

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

(g) Revision of Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the information specified in Chapter 5-40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX Maintenance Manual. The initial compliance times for doing the tasks are at the time specified in Chapter 5-40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX Maintenance Manual, 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 (j)(1) of this AD.

(i) Terminating Actions for Other ADs

(1) Accomplishing the actions required by paragraph (g) of this AD terminates all requirements of AD 2017-09-03.

(2) Accomplishing the actions required by paragraph (g) of this AD terminates all requirements of AD 2010-26-05 and AD 2012-02-18 for the Dassault Aviation Model MYSTERE-FALCON 50 airplanes specified in those ADs.

(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 Dassault Aviation'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 Airworthiness Directive 2018-0026, dated January 30, 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-2018-0394.

(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) Chapter 5-40, Airworthiness Limitations, DGT 113872, Revision 24, dated July 2017, of the Dassault Falcon 50/50EX 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 September 21, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-20-08 Airbus SAS: Amendment 39-19442; Docket No. FAA-2018-0804; Product Identifier 2018-NM-129-AD.

(a) Effective Date

This AD is effective October 17, 2018.

(b) Affected ADs

This AD replaces AD 2018-02-18, Amendment 39-19171 (83 FR 5182, February 6, 2018) ("AD 2018-02-18").

(c) Applicability

This AD applies to the Airbus SAS airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, all manufacturer serial numbers.

(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, and -232 airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 34, Navigation.

(e) Reason

This AD was prompted by a determination that, when two angle of attack (AoA) sensors are adversely affected by icing conditions at the same time, data displayed on the back-up speed scale (BUSS) could be erroneous. We are issuing this AD to address erroneous airspeed data displays, which could lead to an increased flightcrew workload, possibly resulting in reduced control of the airplane.

(f) Compliance

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

(g) Definitions

(1) Group 1 airplanes are those on which Airbus modification 35871 has been embodied in production, or Airbus Service Bulletin A320-34-1397 or Airbus Service Bulletin A320-34-1543 has been embodied in service (introducing air data monitoring and BUSS function), except airplanes on which Airbus modification 159281 has also been embodied in production, or Airbus Service Bulletin

A320-34-1658 or Airbus Service Bulletin A320-34-1659 has also been embodied in service (installing reversible BUSS function).

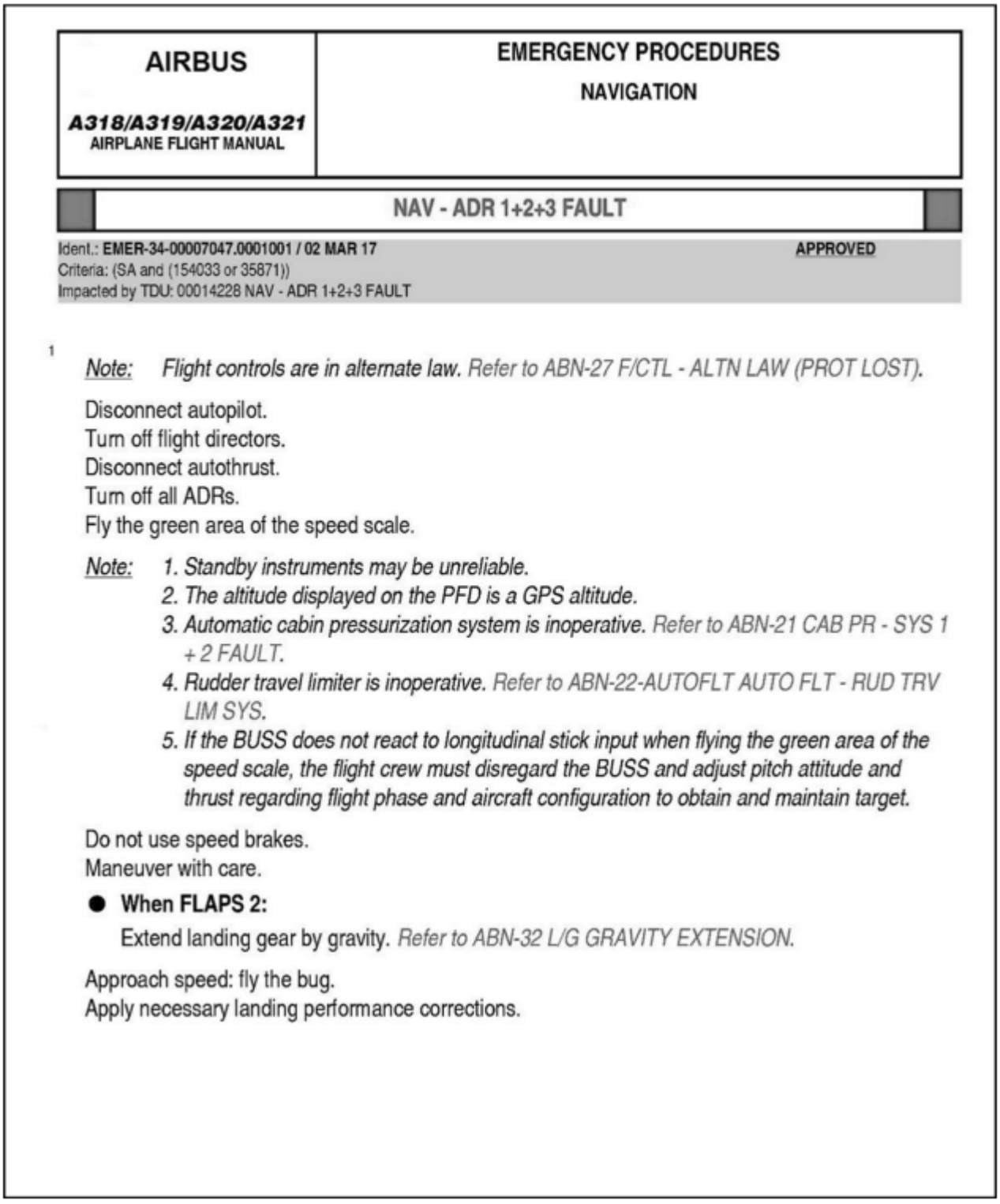
(2) Group 2 airplanes are those that are not in Group 1 and that have amended the AFM as previously specified in EASA AD 2017-0257, dated December 22, 2017.

(h) AFM Revision

(1) For Group 1 airplanes, except for airplanes identified in paragraph (i) of this AD: Within 30 days after the effective date of this AD, revise the AFM to incorporate the procedure specified in figure 1 to paragraphs (h) and (i) of this AD.

(2) For Group 2 airplanes: Within 30 days after the effective date of this AD, revise the AFM by removing the procedure specified in figure 1 to paragraphs (h) and (i) of this AD from the AFM.++

Figure 1 to paragraphs (h) and (i) of this AD – *AFM procedure*



AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: EMER-34-00007047.0001001 / 02 MAR 17 APPROVED
Criteria: (SA and (154033 or 35871))
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

1

Note: *Flight controls are in alternate law.* Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn off all ADRs.
Fly the green area of the speed scale.

Note:
1. *Standby instruments may be unreliable.*
2. *The altitude displayed on the PFD is a GPS altitude.*
3. *Automatic cabin pressurization system is inoperative.* Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.
4. *Rudder travel limiter is inoperative.* Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.
5. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**

  Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Approach speed: fly the bug.
Apply necessary landing performance corrections.

Figure 1 to paragraphs (h) and (i) of this AD – *AFM procedure continued*

AIRBUS **A318/A319/A320/A321** AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: **EMER-34-00007047.0005001 / 02 MAR 17** **APPROVED**
Criteria: (SA and ((154033 or 35871) and 151269))
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

2

Note: *Flight controls are in alternate law.* *Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn on probe and window heat.
Turn off all ADRs.
Fly the green area of the speed scale.

Note:
1. *Standby instruments may be unreliable.*
2. *The altitude displayed on the PFD is a GPS altitude.*
3. *Automatic cabin pressurization system is inoperative.* *Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.*
4. *Rudder travel limiter is inoperative.* *Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.*
5. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**

  Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Approach speed: fly the bug.
Apply necessary landing performance corrections.

Figure 1 to paragraphs (h) and (i) of this AD – *AFM procedure continued*

AIRBUS **A318/A319/A320/A321** AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: **EMER-34-00007047.0003001 / 02 MAR 17** **APPROVED**
Criteria: (SA and ((154033 or 35871) and 38298))
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

3

Note: *Flight controls are in alternate law.* *Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).*

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn off all ADRs.
Fly the green area of the speed scale.

Note:
1. *When FLAPS 0, flight controls are in direct law.* *Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).*
2. *Standby instruments may be unreliable.*
3. *The altitude displayed on the PFD is a GPS altitude.*
4. *Automatic cabin pressurization system is inoperative.* *Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.*
5. *Rudder travel limiter is inoperative.* *Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.*
6. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

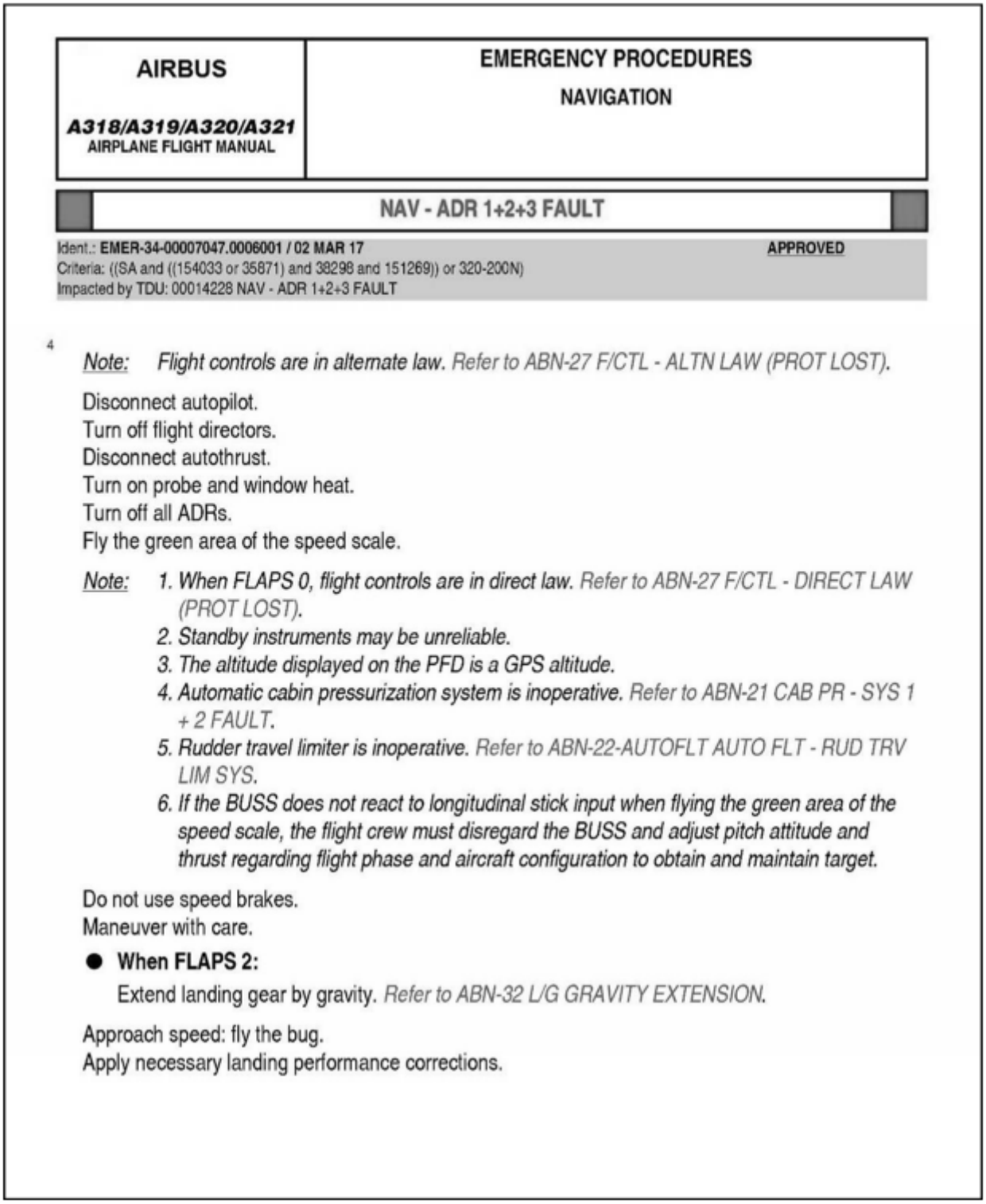
Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**

  Extend landing gear by gravity. *Refer to ABN-32 L/G GRAVITY EXTENSION.*

Approach speed: fly the bug.
Apply necessary landing performance corrections.

Figure 1 to paragraphs (h) and (i) of this AD – *AFM procedure continued*



AIRBUS

A318/A319/A320/A321
AIRPLANE FLIGHT MANUAL

EMERGENCY PROCEDURES

NAVIGATION

NAV - ADR 1+2+3 FAULT

Ident.: EMER-34-00007047.0006001 / 02 MAR 17 APPROVED
Criteria: ((SA and ((154033 or 35871) and 38298 and 151269)) or 320-200N)
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT

4

Note: *Flight controls are in alternate law.* Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).

Disconnect autopilot.
Turn off flight directors.
Disconnect autothrust.
Turn on probe and window heat.
Turn off all ADRs.
Fly the green area of the speed scale.

Note:
1. *When FLAPS 0, flight controls are in direct law.* Refer to ABN-27 F/CTL - DIRECT LAW (PROT LOST).
2. *Standby instruments may be unreliable.*
3. *The altitude displayed on the PFD is a GPS altitude.*
4. *Automatic cabin pressurization system is inoperative.* Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT.
5. *Rudder travel limiter is inoperative.* Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS.
6. *If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target.*

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**

  Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

Approach speed: fly the bug.
Apply necessary landing performance corrections.

(i) Optional Method of Compliance

Airplanes operated with an AFM having the NAV-ADR 1+2+3 FAULT procedure identical to the procedure specified in figure 1 to paragraphs (h) and (i) of this AD, with an approval date on or

after March 2, 2017, are compliant with the requirements of this AD, provided that the procedure is not removed from the AFM.

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0189, dated August 30, 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-2018-0804.

(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 98351; telephone and fax 206-231-3223.

(l) Material Incorporated by Reference

None.

Issued in Des Moines, Washington, on September 20, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-20-10 Airbus SAS: Amendment 39-19444; FAA-2018-0410; Product Identifier 2018-NM-030-AD.

(a) Effective Date

This AD is effective November 15, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A350-941 airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

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

(e) Reason

This AD was prompted by an inspection on the production line that revealed evidence of paint peeling on the forward and aft cargo frame forks around the hook bolt hole. We are issuing this AD to address paint peeling on the forward and aft cargo doors that could develop into galvanic corrosion, which could lead to cargo door failure and possibly result in decompression of the airplane and injury to occupants.

(f) Compliance

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

(g) Definitions

(1) For the purpose of this AD, the affected parts are forward cargo doors, part number (P/N) WG102AGAAAAF and P/N WG102AKAAAAF, serial number (S/N) UH10007 through UH10022 inclusive, except S/N UH10009; and aft cargo doors P/NWH102AHAAAAC and P/N WH102ALAAAAC, S/N UH10008 through UH10022 inclusive.

(2) For the purpose of this AD, a serviceable forward cargo door or a serviceable aft cargo door is a part that is not identified as an affected part, or is a part identified as an affected part on which a detailed visual inspection specified in Airbus Service Bulletin A350-52-P011, dated May 12, 2017, has been done and there were no findings, or is a part identified as an affected part, and the actions in paragraph (i) of this AD have been accomplished on that part.

(h) Inspection

Within 36 months since the date of issuance of the original standard airworthiness certificate or date of issuance of the original export certificate of airworthiness, or within 90 days after the effective date of this AD, whichever occurs later, accomplish a detailed visual inspection of each affected part for any deficiency (e.g., any paint peel-off of the hook bolt hole of the frame fork), in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350-52-P011, dated May 12, 2017.

(i) Corrective Actions

If, during any detailed visual inspection required by paragraph (h) of this AD, any deficiency is found, before next flight, restore the anti-corrosion protection of frame forks of the affected part, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A350-52-P011, dated May 12, 2017, except as required by paragraph (j) of this AD.

(j) Exceptions to Service Information Specifications

Where Airbus Service Bulletin A350-52-P011, dated May 12, 2017, specifies contacting Airbus, and specifies that action as RC: This AD requires repair using a method approved in accordance with the procedures specified in paragraph (l)(2) of this AD.

(k) Parts Installation Limitation

From the effective date of this AD, it is allowed to install on an airplane a forward cargo door or an aft cargo door, provided the part is a serviceable forward cargo door or serviceable aft cargo door as defined in paragraph (g)(2) of this AD.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

airplane can be put back in an airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0031, dated January 31, 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-2018-0410.

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

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A350-52-P011, dated May 12, 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 continued-airworthiness.a350@airbus.com; internet http://www.airbus.com.

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

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

Issued in Des Moines, Washington, on September 19, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2018-20-13 The Boeing Company: Amendment 39-19447; Docket No. FAA-2017-0127; Product Identifier 2016-NM-161-AD.

(a) Effective Date

This AD is effective November 15, 2018.

(b) Affected ADs

This AD affects AD 2015-21-09, Amendment 39-18302 (80 FR 65121, October 26, 2015) ("AD 2015-21-09"); AD 2015-19-04, Amendment 39-18267, (80 FR 55505, September 16, 2015) ("AD 2015-19-04"); and AD 2015-21-10, Amendment 39-18303 (80 FR 65130, October 26, 2015) ("AD 2015-21-10").

(c) Applicability

This AD applies to all The Boeing Company airplanes, certificated in any category, identified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Model 737 airplanes, excluding Model 737-100, Estimated -200, -200C, -300, -400, and -500 series airplanes.

(2) Model 757-200, -200PF, -200CB, and -300 series airplanes.

(3) Model 767-200, -300, -300F, and -400ER series airplanes.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of latently failed motor-operated valve (MOV) actuators of the fuel shutoff valves. We are issuing this AD to prevent a latent failure of the actuator for the engine or auxiliary power unit (APU) fuel shutoff valves, which could result in the inability to shut off fuel to the engine or the APU, and, in case of certain engine or APU fires, could result in structural failure.

(f) Compliance

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

(g) Inspection To Determine Part Number (P/N)

(1) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: Within 8 years after the effective date of this AD, do an inspection to determine the part numbers of the MOV actuators of the fuel shutoff valves for the left and right engines, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-28-1314, dated November 17, 2014. A

review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the MOV actuator at each location can be conclusively determined from that review.

(2) For airplanes identified in paragraphs (c)(2) and (c)(3) of this AD: Within 8 years after the effective date of this AD, do an inspection to determine the part numbers of the MOV actuators of the fuel shutoff valves for the left and right engines, and of the APU fuel shutoff valve, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 757-28-0138, Revision 1, dated June 19, 2017 ("SB 757-28-0138 R1"); or Boeing Service Bulletin 767-28-0115, Revision 1, dated June 2, 2016 ("SB 767-28-0115 R1"); as applicable. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number of the MOV actuator at each location can be conclusively determined from that review.

(h) Replacement

(1) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes on which any MOV actuator having P/N MA20A2027 or P/N MA30A1001 (Boeing P/N S343T003-56 or Boeing P/N S343T003-66, respectively), is found during the inspection required by paragraph (g)(1) of this AD: Within 8 years after the effective date of this AD, replace each affected MOV actuator with an MOV actuator having P/N MA30A1017 (Boeing P/N S343T003-76), in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-28-1314, dated November 17, 2014. Where Boeing Service Bulletin 737-28-1314, dated November 17, 2014, specifies the installation of a new MOV actuator, this AD allows the installation of a new or serviceable MOV actuator. While not required by this AD, the Accomplishment Instructions specified in Boeing Service Bulletin 737-28-1314, dated November 17, 2014, for replacing MOV actuators having Boeing P/N S343T003-66 or Boeing P/N S343T003-56 may be used for replacing MOV actuators having P/N MA20A1001-1 (Boeing P/N S343T003-39).

(2) For airplanes identified in paragraph (c)(2) of this AD on which any MOV actuator having P/N MA20A2027 or P/N MA30A1001 (Boeing P/N S343T003-56 or Boeing P/N S343T003-66, respectively) is found during the inspection required by paragraph (g)(2) of this AD: Within 8 years after the effective date of this AD, replace each affected MOV actuator with an MOV actuator having P/N MA30A1017 (Boeing P/N S343T003-76), P/N AV-31-1 (Boeing P/N S343T003-111), or P/N MA11A1265-1 (Boeing P/N S343T003-41), in accordance with the Accomplishment Instructions of SB 757-28-0138 R1. Where SB 757-28-0138 R1 specifies the installation of a new MOV actuator, this AD allows the installation of a new or serviceable MOV actuator. While not required by this AD, the Accomplishment Instructions specified in SB 757-28-0138 R1 for replacing MOV actuators having Boeing P/N S343T003-66 or Boeing P/N S343T003-56 may be used for replacing MOV actuators having P/N MA20A1001-1 (Boeing P/N S343T003-39).

(3) For airplanes identified in paragraph (c)(3) of this AD on which any MOV actuator having P/N MA20A2027 (Boeing P/N S343T003-56) or P/N MA30A1001 (Boeing P/N S343T003-66) is found during the inspection required by paragraph (g)(2) of this AD: Within 8 years after the effective date of this AD, replace each affected MOV actuator with an MOV actuator having P/N MA30A1017 (Boeing P/N S343T003-76), P/N AV-31-1 (Boeing P/N S343T003-111), P/N MA11A1265 (Boeing P/N S343T003-14), or P/N MA11A1265-1 (Boeing P/N S343T003-41), in accordance with the Accomplishment Instructions of SB 767-28-0115 R1. Where SB 767-28-0115 R1 specifies the installation of a new MOV actuator, this AD allows the installation of a new or serviceable MOV actuator. While not required by this AD, the Accomplishment Instructions specified in SB 767-28-0115 R1, for replacing MOV actuators having Boeing P/N S343T003-66 or Boeing P/N S343T003-56 may be used for replacing MOV actuators having P/N MA20A1001-1 (Boeing P/N S343T003-39).

(i) Maintenance or Inspection Program Revision

(1) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes with an original certificate of airworthiness or original export certificate of airworthiness issued on or before the effective date of this AD: Prior to or concurrently with the actions required by paragraph (h)(1) of this AD or within 30 days after the effective date of this AD, whichever is later, revise the maintenance or inspection program, as applicable, to add the airworthiness limitations (AWLs) specified in paragraphs (i)(1)(i), (i)(1)(ii), and (i)(1)(iii) of this AD. The initial compliance time for accomplishing the actions required by AWL No. 28-AWL-24 is within 6 years since the most recent inspection was performed in accordance with AWL No. 28-AWL-24, or within 6 years since the actions specified in Boeing Alert Service Bulletin 737-28A1207 were accomplished, whichever is later.

(i) AWL No. 28-AWL-21, Motor Operated Valve (MOV) Actuator–Lightning and Fault Current Protection Electrical Bond, as specified in Boeing 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations, D626A001-9-04, Revision June 2018.

(ii) AWL No. 28-AWL-22, Motor Operated Valve (MOV) Actuator–Electrical Design Feature, as specified in Boeing 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations, D626A001-9-04, Revision June 2018.

(iii) AWL No. 28-AWL-24, Spar Valve Motor Operated Valve (MOV) Actuator–Lightning and Fault Current Protection Electrical Bond, as specified in Boeing 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations, D626A001-9-04, Revision June 2018.

(2) For airplanes identified in paragraph (c)(2) of this AD: Prior to or concurrently with the actions required by paragraph (h)(2) of this AD, revise the maintenance or inspection program, as applicable, to add the AWLs specified in paragraphs (i)(2)(i), (i)(2)(ii), and (i)(2)(iii) of this AD. The initial compliance time for accomplishing the actions required by AWL No. 28-AWL-25 is within 6 years since the most recent inspection was performed in accordance with AWL No. 28-AWL-25, or within 6 years since the actions specified in Boeing Alert Service Bulletin 757-28A0088 were accomplished, whichever is later.

(i) AWL No. 28-AWL-23, Motor Operated Valve (MOV) Actuator–Lightning and Fault Current Protection Electrical Bond, as specified in Boeing 757 Maintenance Planning Data (MPD) Document, Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D622N001-9, Revision May 2018.

(ii) AWL No. 28-AWL-24, MOV Actuator–Electrical Design Feature, as specified in Boeing 757 Maintenance Planning Data (MPD) Document, Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D622N001-9, Revision May 2018.

(iii) AWL No. 28-AWL-25, Motor Operated Valve (MOV) Actuator–Lightning and Fault Current Protection Electrical Bond, as specified in Boeing 757 Maintenance Planning Data (MPD) Document, Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D622N001-9, Revision May 2018.

(3) For airplanes identified in paragraph (c)(3) of this AD with an original certificate of airworthiness or original export certificate of airworthiness issued on or before the effective date of this AD: Prior to or concurrently with the actions required by paragraph (h)(3) of this AD, revise the maintenance or inspection program, as applicable, to add the AWLs specified in paragraphs (i)(3)(i) and (i)(3)(ii) of this AD.

(i) AWL No. 28-AWL-23, Motor Operated Valve (MOV) Actuator–Lightning and Fault Current Protection Electrical Bond, as specified in Boeing 767-200/300/300F/400 Special Compliance Items/Airworthiness Limitations, D622T001-9-04, Revision March 2018.

(ii) AWL No. 28-AWL-24, Motor Operated Valve (MOV) Actuator–Electrical Design Feature, as specified in Boeing 767-200/300/300F/400 Special Compliance Items/Airworthiness Limitations, D622T001-9-04, Revision March 2018.

(j) Maintenance or Inspection Program Revision for Parts Installation Prohibition

(1) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: After accomplishing the actions required by paragraphs (g)(1), (h)(1), and (i)(1) of this AD, as applicable, on all airplanes in an operator's fleet, and within 8 years after the effective date of the AD, revise the maintenance or inspection program, as applicable, by incorporating the AWL specified in figure 1 to paragraph (j)(1) of this AD.

Figure 1 to Paragraph (j)(1) of this AD –
AWL for Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes

AWL No.	Applicability	Description
28-AWL-MOVA	All	Motor Operated Valve (MOV) Actuator - Prohibition of Installation of Specific Part Numbers Installation of MOV actuator part number (P/N) MA30A1001 (Boeing P/N S343T003-66) and P/N MA20A2027 (Boeing P/N S343T003-56) is prohibited at the following positions: 1. Left engine fuel shutoff spar valve position 2. Right engine fuel shutoff spar valve position

(2) For airplanes identified in paragraph (c)(2) of this AD: After accomplishing the actions required by paragraphs (g)(2), (h)(2), and (i)(2) of this AD, as applicable, on all airplanes in an operator's fleet, and within 8 years after the effective date of the AD, revise the maintenance or inspection program, as applicable, by incorporating the AWL specified in figure 2 to paragraph (j)(2) of this AD.

Figure 2 to Paragraph (j)(2) of this AD –
AWL for airplanes identified in paragraph (c)(2) of this AD

AWL No.	Applicability	Description
28-AWL-MOVA	All	Motor Operated Valve (MOV) Actuator - Prohibition of Installation of Specific Part Numbers Installation of MOV actuator part number (P/N) MA30A1001 (Boeing P/N S343T003-66) and P/N MA20A2027 (Boeing P/N S343T003-56) is prohibited at the following positions: 1. Left engine fuel shutoff spar valve position 2. Right engine fuel shutoff spar valve position 3. APU fuel shutoff valve position

(3) For airplanes identified in paragraph (c)(3) of this AD: After accomplishing the actions required by paragraphs (g)(2), (h)(3), and (i)(3) of this AD, as applicable, on all airplanes in an operator's fleet, and within 8 years after the effective date of the AD, revise the maintenance or

inspection program, as applicable, by incorporating the AWL specified in figure 3 to paragraph (j)(3) of this AD.

Figure 3 to Paragraph (j)(3) of this AD –
AWL for airplanes identified in paragraph (c)(3) of this AD

AWL No.	Applicability	Description
28-AWL-MOVA	All	Motor Operated Valve (MOV) Actuator - Prohibition of Installation of Specific Part Numbers Installation of MOV actuator part number (P/N) MA30A1001 (Boeing P/N S343T003-66) and P/N MA20A2027 (Boeing P/N S343T003-56) is prohibited at the following positions: 1. Left engine fuel shutoff spar valve position 2. Right engine fuel shutoff spar valve position 3. APU fuel shutoff valve position

(4) For airplanes identified in paragraph (c)(1) of this AD, excluding Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: Within 30 days since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 30 days after the effective date of this AD, whichever is later, revise the maintenance or inspection program, as applicable, by incorporating the AWL specified in figure 4 to paragraph (j)(4) of this AD.

Figure 4 to Paragraph (j)(4) of this AD –
AWL for airplanes identified in paragraph (c)(1) of this AD, excluding Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes

AWL No.	Applicability	Description
28-AWL-MOVA	All	Motor Operated Valve (MOV) Actuator – Prohibition of Installation of Specific Part Numbers Concern: Installation of the following MOV actuator part numbers (P/N) is not part of the airplane type design: P/N MA30A1001 (Boeing P/N S343T003-66), P/N MA20A2027 (Boeing P/N S343T003-56), P/N MA20A1001-1 (Boeing P/N S343T003-39). However, there is a potential for those part numbers to be installed on the airplane using provisions provided in FAA Advisory Circular 120-77 or other means due to their continued availability and use on other Model 737 airplanes. Such an alteration will create unsafe conditions. 1. Installation of MOV actuator P/N MA20A1001-1 (Boeing P/N S343T003-39) is prohibited at any location. 2. Installation of MOV actuator part number (P/N) MA30A1001 (Boeing P/N S343T003-66) and P/N MA20A2027 (Boeing P/N S343T003-56) is prohibited at the following positions: a. Left engine fuel shutoff spar valve position b. Right engine fuel shutoff spar valve position

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

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

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

(l) Parts Installation Prohibition

(1) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: As of the effective date of this AD, no person may replace an MOV actuator having P/N MA30A1017 (Boeing P/N S343T003-76) with an MOV actuator having P/N MA20A2027 or P/N MA30A1001 (Boeing P/N

S343T003-56 or Boeing P/N S343T003-66, respectively) for the left engine and right engine fuel shutoff valves.

(2) For airplanes identified in paragraph (c)(2) of this AD: As of the effective date of this AD, no person may replace an MOV actuator having P/N AV-31-1 (Boeing P/N S343T003-111), P/N MA11A1265 (Boeing P/N S343T003-14), P/N MA11A1265-1 (Boeing P/N S343T003-41), or P/N MA30A1017 (Boeing P/N S343T003-76) with an MOV actuator having P/N MA30A1001 (Boeing P/N S343T003-66) or P/N MA20A2027 (Boeing P/N S343T003-56) for the left engine and right engine fuel shutoff valves and the APU fuel shutoff valve.

(3) For airplanes identified in paragraph (c)(3) of this AD: As of the effective date of this AD, no person may replace an MOV actuator having P/N AV-31-1 (Boeing P/N S343T003-111), P/N MA11A1265 (Boeing P/N S343T003-14), P/N MA11A1265-1 (Boeing P/N S343T003-41), or P/N MA30A1017 (Boeing P/N S343T003-76) with an MOV actuator having P/N MA30A1001 (Boeing P/N S343T003-66) or P/N MA20A2027 (Boeing P/N S343T003-56) for the left engine and right engine fuel shutoff valves and the APU fuel shutoff valve.

(4) For airplanes identified in paragraph (c)(1) of this AD, excluding Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: As of the effective date of this AD, no person may install an MOV actuator having P/N MA20A1001-1 (Boeing P/N S343T003-39) or replace an MOV actuator with an MOV actuator having P/N MA20A2027 or P/N MA30A1001 (Boeing P/N S343T003-56 or Boeing P/N S343T003-66, respectively) for the left engine and right engine fuel shutoff valves.

(m) Terminating Action

(1) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: Accomplishing the actions required by paragraph (j)(l) of this AD terminates the requirements of paragraph (l)(1) of this AD and all requirements of AD 2015-21-10.

(2) For airplanes identified in paragraph (c)(2) of this AD: Accomplishing the action required by paragraph (j)(2) of this AD terminates the requirements of paragraph (l)(2) of this AD and all requirements of AD 2015-19-04.

(3) For airplanes identified in paragraph (c)(3) of this AD: Accomplishing the action required by paragraph (j)(3) of this AD terminates the requirements of paragraph (l)(3) of this AD and all requirements of AD 2015-21-09.

(4) For airplanes identified in paragraph (c)(1) of this AD, excluding Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes: Accomplishing the action required by paragraph (j)(4) of this AD terminates the requirements of paragraph (l)(4) of this AD.

(n) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (g)(2) or (h)(2) of this AD, as applicable, if those actions were performed before the effective date of this AD using Boeing Special Attention Service Bulletin 757-28-0138, dated May 18, 2016.

(2) This paragraph provides credit for the actions specified in paragraph (g)(2) or (h)(3) of this AD, as applicable, if those actions were performed before the effective date of this AD using Boeing Service Bulletin 767-28-0115, dated September 10, 2015.

(3) For Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes with an original certificate of airworthiness or original export certificate of airworthiness issued on or before the effective date of this AD, this paragraph provides credit for the actions specified in paragraph (i)(1) of this AD if those actions were performed before the effective date of this AD using Boeing 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations, D626A001-9-04, Revision July 2016, Revision September 2016, Revision January 2017, Revision April 2018, or Revision May 2018; or Boeing 737-600/700/700C/800/900/900ER Maintenance Planning Data (MPD) Document, Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance

Requirements (CMRs), D626A001-CMR, Revision October 2014, Revision November 2014, Revision January 2015, or Revision April 2016.

(4) For airplanes identified in paragraph (c)(2) of this AD, this paragraph provides credit for the actions specified in paragraph (i)(2) of this AD if those actions were performed before the effective date of this AD using Boeing 757 Maintenance Planning Data (MPD) Document, Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D622N001-9, Revision January 2016, Revision July 2016, or Revision February 2017.

(5) For airplanes identified in paragraph (c)(3) of this AD with an original certificate of airworthiness or original export certificate of airworthiness issued on or before the effective date of this AD, this paragraph provides credit for the actions specified in paragraph (i)(3) of this AD if those actions were performed before the effective date of this AD using Boeing 767 Special Compliance Items/Airworthiness Limitations, D622T001-9-04, Revision July 2015, Revision March 2016, Revision May 2016, Revision May 2016 R1, or Revision June 2016; or Boeing 767-200/300/300F/400 Special Compliance Items/Airworthiness Limitations, D622T001-9-04, Revision January 2018.

(6) For airplanes identified in paragraph (c)(3) of this AD with an original certificate of airworthiness or original export certificate of airworthiness issued on or before the effective date of this AD, this paragraph provides credit for the actions specified in paragraph (i)(3)(ii) of this AD if those actions were performed before the effective date of this AD using Boeing 767 Special Compliance Items/Airworthiness Limitations, D622T001-9-04, Revision October 2014.

(o) 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 (p)(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, to make those findings. To be approved, the repair method, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (o)(4)(i) and (o)(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.

(p) Related Information

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

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

(q) 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 737-600/700/700C/800/900/900ER Special Compliance Items/Airworthiness Limitations, D626A001-9-04, Revision June 2018.

(ii) Boeing 757 Maintenance Planning Data (MPD) Document, Section 9, Airworthiness Limitations (AWLs) and Certification Maintenance Requirements (CMRs), D622N001-9, Revision May 2018.

(iii) Boeing 767-200/300/300F/400ER Special Compliance Items/Airworthiness Limitations, D622T001-9-04, Revision March 2018.

(iv) Boeing Service Bulletin 737-28-1314, dated November 17, 2014.

(v) Boeing Service Bulletin 767-28-0115, Revision 1, dated June 2, 2016.

(vi) Boeing Special Attention Service Bulletin 757-28-0138, Revision 1, dated June 19, 2017.

(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 September 14, 2018.
John P. Piccola,
Acting Director, System Oversight Division,
Aircraft Certification Service.