

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2019-25

11/25/2019 - 12/8/2019



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; R – Replaces, A – Affects			
Biweekly 2019-01			
2018-22-07		Engine Alliance	GP7270, GP7272, and GP7277 model turbofan engines
2018-23-12	COR	Zodiac Aero Evacuation Systems	Fusible plugs installed on emergency evacuation equipment
2018-25-08	R 2017-22-07	Airbus SAS	A319, A320, A321 airplanes
2018-26-01	R 2018-18-01	CFM International S.A.	CFM56-7B turbofan engines
2018-26-03		The Boeing Company	757-200 series airplanes
2018-26-04		Airbus SAS	A350-941 and -1041 airplanes
2018-26-05	A 2015-19-01	The Boeing Company	777-200, 777-200LR, 777-300, 777-300ER, and 777F series airplanes
2018-26-06		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
Biweekly 2019-02			
2019-01-01		The Boeing Company	787-8 airplanes
Biweekly 2019-03			
2019-01-01	COR	The Boeing Company	787-8 airplanes
Biweekly 2019-04			
2018-23-04		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2018-24-01		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2019-01-03	R 2016-18-01	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-01-04		The Boeing Company	787 series airplanes
2019-01-05	A 2017-05-10	Airbus SAS	A330-201, A330-202, A330-223, A330-243, A330-223F, A330-243F, A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343 airplanes
2019-01-06		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-01-07		Airbus SAS	A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2019-01-08		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2019-02-01	R 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/P2, -1B70/P2, -1B70/P2, -1B74/P1, -1B75/P1, -1B70C/P2, -1B70/P2, -1B70/P2, -1B74/P2, -1B75/P2, -1B76/P2, -1B76A/P2, -1B78/P2, -2B67, -2B67B, and -2B67/P turbofan engines
2019-02-03		The Boeing Company	787-8, 787-9, and 787-10 airplane
2019-02-04	R 2018-22-05	Engine Alliance	GP7270, GP7272, and GP7277 turbofan engines
2019-03-01		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
Biweekly 2019-05			
2018-21-14		Zodiac Aerotechnics	MC10 series crew oxygen mask regulators
2018-26-07		Airbus SAS	A350-941 and -1041 airplanes
2018-26-08		Airbus SAS	Note: Was missing from BW2019-01 A320-214, A320-232, A320-233, A321-211, and A321-231 airplanes
2019-03-03	A 2016-17-03	Airbus SAS	Note: Was missing from BW2019-01 A318, A319, A320, A321 airplanes
2019-03-04	R 2018-11-16	Engine Alliance	GP7270 and GP7277 model turbofan engines
2019-03-06		The Boeing Company	737-300, -400, and -500 series airplanes
2019-03-07	R 2017-16-05	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-03-08		Airbus SAS	A350-941 airplanes

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2019-03-09		Airbus SAS	A310-304, -322, -324, and -325 airplanes
2019-03-10	R 2017-07-05	Airbus SAS	A300 airplanes
2019-03-11		Airbus SAS	A350-941 and -1041 airplanes
2019-03-15		Airbus SAS	A330-201, -202, and -203; A330-301, -302, and -303 airplanes
2019-03-17	A 2017-25-04	Airbus SAS	A318, A319, A320, A321 airplanes
2019-03-19		Saab AB, Saab Aeronautics	SAAB 2000 airplanes
2019-03-20	A 2014-16-23 A 2016-16-09	Dassault Aviation	FALCON 7X airplanes
2019-03-21		Embraer S.A.	ERJ 190-100 STD, -100 LR, and -100 IGW; ERJ 190-200 STD, -200 LR, and -200 IGW airplanes
2019-03-23		Airbus SAS	A330, A340 airplanes
Biweekly 2019-06			
2019-03-13		Gulfstream Aerospace LP	Gulfstream G150 airplanes
2019-03-14		Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G airplanes
2019-03-16	A 2006-25-06 A 97-04-08	Fokker Services B.V.	F.27 Mark 100, 200, 300, 400, 500, 600, and 700 airplanes
2019-03-18		Airbus SAS	A318, A319, A320 airplanes
2019-03-22		Bombardier, Inc.	BD-700-1A10 and BD-700-1A11 airplanes
2019-03-24		The Boeing Company	737-400 series airplanes
2019-03-25	A 2008-02-15	Airbus SAS	A318, A319, A320, A321 airplanes
2019-03-26		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-03-27		Dassault Aviation	Falcon 10 airplanes
2019-03-28	R 2016-07-23	Airbus SAS	A318, A319, A320, A321 airplanes
2019-03-30		Empresa Brasileira de Aeronautica S.A.	EMB-135, EMB-145 airplanes
2019-05-01	R 2017-11-06	Pratt & Whitney Division	PW2037, PW2037D, PW2037M, PW2040, PW2040D, PW2043, PW2143, PW2643, and F117-PW-100 turbofan engines
2019-05-02	R 2017-22-13	Rolls-Royce plc	RB211-Trent 970-84 and RB211-Trent 972-84 turbofan engines
2019-05-08	R 2015-12-08	Airbus SAS	A318, A319, A320, A321 airplanes
Biweekly 2019-07			
2019-05-07	R 2017-20-01	Honeywell International Inc.	TFE731-20R, -20AR, -20BR, and TFE731-40, -40AR, -40BR, and -40R turbofan engines
2019-05-09		Airbus SAS	A320-251N and -271N, and A321-253N airplanes
2019-05-10		Airbus SAS	A350-941 airplanes
2019-05-12		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2019-05-13	R 2007-22-05	Airbus SAS	A300-600 and A310 series airplanes
2019-05-14	R 2012-02-18	Dassault Aviation	MYSTERE-FALCON 50 airplanes
2019-06-01	R 2018-24-01	International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2019-06-02		Pratt & Whitney Division	PW4158 turbofan engines
2019-06-06		International Aero Engines AG	V2500-A1, V2522-A5, V2524-A5, V2525-D5, V2527-A5, V2527E-A5, V2527M-A5, V2528-D5, V2530-A5, V2533-A5 turbofan engines
2019-06-07	R 2016-22-05	Pratt & Whitney Division	Certain PW4000 engines (see AD)
Biweekly 2019-08			
2019-06-01	R 2018-24-01	International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM turbofan engines
2019-06-02	COR	Pratt & Whitney Division	PW4158 turbofan engines
2019-06-03	A 2017-01-08	Airbus SAS	A330 and A340 airplanes
2019-06-08		Airbus SAS	A330-223, A330-223F, A330-321, A330-322, and A330-323 airplanes
2019-06-09		Airbus SAS	A350-941 airplanes

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2019-06-12		Airbus SAS	A330-201, -202, and -203; A330-301, -302, and -303 airplanes
2019-07-03		Zodiac Seats France	536-Series Cabin Attendant Seats
Biweekly 2019-09			
2019-07-01	A 2014-26-07	Dassault Aviation	FAN JET FALCON and FAN JET FALCON SERIES C, D, E, F, and G airplanes
2019-07-04	COR	The Boeing Company	757-200, -200PF, -200CB, and -300 series airplanes
2019-07-05	R 2016-19-04	Airbus SAS	A318, A319, A320 and A321 airplanes
2019-07-06		Bombardier, Inc	Model BD-100-1A10 airplanes
2019-07-09		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 model turbofan engines
Biweekly 2019-10			
2019-03-29		Bombardier, Inc	Model BD-100-1A10 airplanes
2019-06-13		The Boeing Company	Model 787 series airplanes
2019-07-05	COR, A 2016-19-04	Airbus SAS	A318, A319, A320 airplanes
2019-08-01		RECARO Aircraft Seating GmbH & Co. KG	Passenger Compartment Equipment
2019-08-02		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-08-05		The Boeing Company	Model 787-8 and 787-9 airplanes
2019-08-06	R 2016-16-01	Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, -243 A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2019-08-09	A 2017-04-13	The Boeing Company	Model 747-8 and 747-8F series airplanes
2019-08-12		Viking Air Limited	Model CL-215-6B11 (CL-215T Variant) and CL-215-6B11 (CL-415 Variant)
Biweekly 2019-11			
2019-08-03		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-08-07	R 2014-20-04	Airbus SAS	A318, A319, A320 and A321 airplanes
2019-08-08	R 2010-14-05	Bombardier, Inc.	Model CL-600-1A11 (600), Model CL-600-2A12 (601), Model CL-600-2B16 airplanes
2019-09-01		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
Biweekly 2019-12			
2019-08-04	R 2012-25-02	Bombardier, Inc.	Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2019-08-11	R 2008-24-14	Bombardier, Inc.	Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes
2019-10-03		The Boeing Company	Model 737-100, -200, -200C, -300, -400, and -500 series airplanes
2019-10-04		BRP-Rotax GmbH & Co KG	BRP-Rotax GmbH & Co KG (Rotax) 912 F2, 912 F3, and 912 F4 engines, Rotax 912 S2, 912 S3, and 912 S4 engines, Rotax 914 F2, 914 F3, and 914 F4 engines, and Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines
2019-10-05		Viking Air Limited	Models DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes
Biweekly 2019-13			
2019-10-01		Bombardier, Inc	Model CL-600-2A12 (601) airplanes
2019-11-01		Airbus SAS	Model A350-941 airplanes
2019-11-02	R 2017-16-10	The Boeing Company	Model 777-200, -200LR, -300, -300ER, and 777F series airplanes
2019-11-03		The Boeing Company	Model 737-700C, -800, and -900ER series airplanes

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2019-11-06	A 2013-19-23	The Boeing Company	Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes
2019-11-07		Rolls-Royce plc	RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36 engines
2019-11-08		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines
2019-11-09		Airbus SAS	Model A319-113 and -114 airplanes, and Model A320-211 and -212 airplanes
2019-12-01		CFM International S.A	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan engines
2019-12-05		CFM International S.A	CFM56-5B1, -5B2, -5B4, -5B5, -5B6, -5B7, -5B1/P, -5B2/P, -5B3/P, -5B4/P, -5B5/P, -5B6/P, -5B7/P, -5B8/P, -5B9/P, -5B3/P1, -5B4/P1, -5B1/2P, -5B2/2P, -5B3/2P, -5B4/2P, -5B6/2P, -5B9/2P, -5B3/2P1, -5B4/2P1, -7B20, -7B22, -7B24, -7B26, -7B27, -7B22/B1, -7B24/B1, -7B26/B1, -7B26/B2, -7B27/B1, -7B27/B3, -7B20/2, -7B22/2, -7B24/2, -7B26/2, -7B27/2, -7B27A model turbofan engines
Biweekly 2019-14			
2019-12-03		Bombardier, Inc.	Model CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), and CL-600-2D24 (Regional Jet Series 900) airplanes
2019-12-04	R 2018-19-18 A 2014-20-18	Airbus SAS	Model A300 B4-603, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, and F4-622R airplanes
2019-12-07	R 2007-11-11 R 2018-01-11	Airbus SAS	Model A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, A320-211, -212, -214, -216, -231, -232, -233, A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes
2019-12-10	A 2017-06-06 A 2012-12-07	Fokker Services B.V	Model F28 Mark 0070 and 0100 airplanes
2019-12-13		The Boeing Company	Model 757-200, -200PF, -200CB, and -300 series airplanes
Biweekly 2019-15			
2019-10-02		Saab AB, Saab Aeronautics	Model SAAB 2000 airplanes
2019-12-02		Bombardier Inc.	Model BD-700-1A10 and BD-700-1A11 airplanes
2019-12-08		Bombardier, Inc.	Model CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), and CL-600-2E25 (Regional Jet Series 1000)
2019-12-09		Rockwell Collins, Inc.	Flight Display System Application FDSA-6500
2019-12-11		Bombardier, Inc	Model CL-600-2B19 (Regional Jet Series 100 & 440)
2019-12-16		Airbus SAS	Model A350-941 airplanes
2019-12-17		Bombardier, Inc.	Model DHC-8-102, -103, -106, -201, -202, -301, -311, and -315 airplanes
2019-13-02		The Boeing Company	Model 737-200, -200C, -300, -400, and -500 airplanes
Biweekly 2019-16			
2019-07-10		Northrop Grumman LITEF GmbH LCR-100	Attitude and Heading Reference System (AHRS) Note: This AD was included in Small AD Biweekly 2019-09, but was inadvertently left off the Large AD Biweekly.
2019-13-03		Trig Avionics Limited	Mode S transponders
2019-13-04		ATR-GIE Avions de Transport Régional	Model ATR72-101, -102, -201, -202, -211, -212, and -212A
2019-14-01		Rolls-Royce Deutschland Ltd & Co KG	TAY 650-15 and TAY 651-54 turbofan
2019-14-02		The Boeing Company	Model 737 series
2019-14-04		Airbus SAS	Model A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N, and -271N,

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2019-14-05 2019-15-05		B/E Aerospace Fischer GmbH Rolls-Royce Deutschland Ltd & Co KG	A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, - 251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, - 272N, and -272NX airplanes Common Seats Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000- P3, Trent 1000-Q3 and Trent 1000-R3 engines
Biweekly 2019-17			
2019-14-06		Airbus SAS	A319-111, -112, -115, and -131 airplanes, and Airbus SAS Model A320-214 and -232 airplanes
2019-14-07		Airbus SAS	A320-251N and -271N airplanes; and Model A321-251N, - 253N, -271N, and -272N airplanes
2019-14-09 2019-14-10	R 2018-02-11	Airbus SAS Airbus SAS	A330-223F and -243F A330-223, -243, -301, -302, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313
2019-14-12 2019-14-13 2019-14-14		The Boeing Company The Boeing Company Airbus SAS	737-8 and 737-9 Model 767-200, -300, -300F, and, -400ER series airplanes A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2019-14-15 2019-15-01	R 2017-25-12	The Boeing Company Bombardier, Inc.	737-100, -200, -200C, -300, -400, and -500 series Model CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes
2019-15-03 2019-15-04 2019-15-06 2019-15-07	R 2018-22-07	328 Support Services GmbH Bombardier, Inc. Engine Alliance The Boeing Company	Model 328-100 airplanes Model BD-100-1A10 airplanes GP7270, GP7272, and GP7277 model turbofan Model 737-100, 737-200, 737-200C, 737-300, 737-400, and 737-500 series
2019-15-08	R2002-07-05	Airbus SAS	Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4- 103, and B4-203, A300 B4-601, B4-603, B4-620, and B4- 622, A300 B4-605R and B4-622R, A300 C4-605R Variant F, A300 F4-605R
2019-15-09 2019-15-10 2019-16-01 2019-16-02 2019-16-04	R 2019-03-04	Bombardier, Inc. Safran Aerosystems International Aero Engines AG GE Honda Aero Engines Engine Alliance	DHC-8-400, -401, and -402 airplanes life jackets V2525-D5 and V2528-D5 model turbofan engines HF120 model turbofan engines GP7270 and GP7277 model turbofan engines
Biweekly 2019-18			
2019-14-03	R 2016-07-12	Airbus SAS	A318-111, -112; Model A319-111, -112, -113, -114, -115; Model A320-211, -212, -214, -216; and Model A321-111, - 112, -211, -212, -213
2019-14-08	R 2016-07-22	Airbus SAS	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2019-15-02		Airbus SAS	A321-251N, A321-252N, A321-253N, A321-271N, A321- 272N, A321-251NX, A321-252NX, A321-253NX, A321- 271NX, and A321-272NX airplanes
2019-16-03 2019-16-06 2019-16-11 2019-16-14	R 2018-20-06 R 2018-25-01	Airbus SAS Airbus SAS Airbus SAS Rolls-Royce Deutschland Ltd & Co KG	A350-941 and -1041 airplanes A320-251N and A320-271N A300 F4-605R and F4-622R airplanes Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000- CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan
2019-16-15		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan

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2019-17-01	R 2017-11-09	Learjet, Inc	Model 60 airplanes
Biweekly 2019-19			
2019-15-07	COR	The Boeing Company	737-100, 737-200, 737-200C, 737-300, 737-400, and 737-500 series
2019-16-05		The Boeing Company	777-200, -200LR, -300, -300ER, and 777F series
2019-16-09		Bombardier, Inc	DHC-8-400, -401, and -402 airplanes
2019-16-10		The Boeing Company	787-8 airplanes
2019-16-12	R 2005-20-01	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2019-17-03		Airbus SAS	A320-214 and -271N airplanes and Model A321-211 and -231 airplanes
2019-17-04	R 2019-06-09	Airbus SAS	A350-941 airplanes
2019-17-05		Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -21, A340-311, -312, and -313, A340-541 and -642 airplanes
2019-17-07		Bombardier, Inc	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705), CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2019-18-01		International Aero Engines AG	AG V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 model turbofan
Biweekly 2019-20			
2019-16-07	R 2016-12-09	Airbus SAS	A330-201, -202, -203, -223, and -243, A330-223F and -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A340-211, -212, and -213, A340-311, -312, and -313 airplanes
2019-17-06		Fokker Services B.V	F28 Mark 0070 and 0100
2019-18-03		The Boeing Company	Model 737 series
2019-18-04	R 2005-17-14	Airbus SAS	A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203, A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325 airplanes
2019-18-05		De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2019-18-06		Airbus SAS	A318-112, -121, and -122; A319-111, -112, -115, -131, -132, and -133; A320-214, -216, -232, -233, -251N, and -271N; and A321-211, -212, -213, -231, -232, -251N, -253N, -271N, and -272N
2019-18-07	R 2015-17-14	Airbus SAS	A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, -216, -231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-18-08	R 2019-16-04	Engine Alliance	GP7270 and GP7277 model turbofan
2019-18-09		Lockheed Martin Corporation/Lockheed Martin Aeronautics Company	382, 382B, 382E, 382F, and 382G
2019-19-03		Embraer S.A	ERJ 170-100 LR, -100 STD, -100 SE, and -100 SU airplanes; and Model ERJ 170-200 LR, -200 SU, -200 STD, and -200 LL, ERJ 190-100 STD, -100 LR, and -100 IGW airplanes; and ERJ 190-200 STD, -200 LR, and -200 IGW, ERJ 190-100 ECJ
2019-19-04		Saab AB, Saab Aeronautics	SAAB 2000
2019-19-11		Pratt & Whitney	PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
Biweekly 2019-21			
2019-16-08	R 2018-22-13	Airbus SAS	Model A350-941 and -1041
2019-16-13		The Boeing Company	Model 777-200 and -300
2019-19-05		Airbus SAS	A350-941 and -1041 airplanes
2019-19-06		Airbus SAS	A330-202, -243, -243F, -302, -323, and -343 airplanes
2019-19-07		Airbus SAS	Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, A300 C4-605R Variant F, A310-203, -204, -221, -222, -304, -322, -324, and -325
2019-19-09		Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2019-19-14		Airbus SAS	A350-941 and -1041 airplanes
2019-19-15		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, -233, -251N, and -271N airplanes, A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes.
2019-19-16	R 2019-05-09	Airbus SAS	Model A320-251N and -271N, A321-253N
2019-19-17	R 2000-03-20 R1	Airbus SAS	A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R, A300 C4-605R Variant F airplanes
2019-20-02		The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER series
2019-20-07		The Boeing Company	787-8, 787-9, and 787-10 airplanes
Biweekly 2019-22			
2019-19-02		The Boeing Company	747-400 and 747-400F series
2019-20-01	R 2018-26-07	Airbus SAS	A350-941 and -1041
2019-20-03		Transport Category Airplanes	See AD
2019-20-05	R 2018-15-01	Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-A, Trent 1000-A2, Trent 1000-AE, Trent 1000-AE2, Trent 1000-AE3, Trent 1000-C, Trent 1000-C2, Trent 1000-CE, Trent 1000-CE2, Trent 1000-CE3, Trent 1000-D, Trent 1000-D2, Trent 1000-D3, Trent 1000-E, Trent 1000-E2, Trent 1000-G, Trent 1000-G2, Trent 1000-G3, Trent 1000-H, Trent 1000-H2, Trent 1000-H3, Trent 1000-J2, Trent 1000-J3, Trent 1000-K2, Trent 1000-K3, Trent 1000-L2, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3 model turbofan
2019-20-06		Airbus SAS	A310-203, -204, -221, -222, -304, -322, -324, and -325
2019-20-09	R 2011-18-15	De Havilland Aircraft of Canada Limited	DHC-8-400, -401, and -402
2019-20-12		Airbus SAS	A330-243, -243F, -341, -342, and -343
2019-20-13		Airbus SAS	A330-201, -202, -203, -223, and -243, A330-223F, -243F, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2019-21-01		Airbus SAS	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2019-21-02		Airbus SAS	A330-201, -202, -203, -223, -223F, -243, -243F, -301, -302, -303, -321, -322, -323, -341, -342, and -343
2019-21-51	E	General Electric Company	GE90-115B model turbofan
Biweekly 2019-23			
2019-19-01		Airbus SAS	A320-251N and -271N airplanes, and Model A321-251N, -253N, -271N, and -272N
2019-20-11		ATR-GIE Avions de Transport Régional	ATR72-101, -102, -201, -202, -211, -212, and -212A
2019-21-04		Saab AB, Saab Aeronautics	SAAB 2000
2019-21-05		Airbus SAS	A330-200, A330-200 Freighter, A330-300, A340-200, A340-300, A340-500, and A340-600
2019-21-06	R 2017-22-02	Ipeco Holdings Limited	Pilot and co-pilot seats

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2019-21-07 2019-21-11	R 2019-19-11	Airbus SAS Pratt & Whitney	A350-941 Model PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan
Biweekly 2019-24			
2019-13-01		Airbus SAS	A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343, A330-343, A340-211, -212, and -213, A340-311, -312, and -313
2019-19-08		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-2C10 (Regional Jet Series 700, 701 & 702), CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900), CL-600-2E25 (Regional Jet Series 1000)
2019-20-04		Airbus SAS	A330-243, A330-243F, A330-341, A330-342, and A330-343
2019-20-10		Airbus SAS	A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-211, -212, -214, -216, -231, -232, and -233, A321-111, -112, -131, -211, -212, -213, -231, and -232
2019-21-03		Bombardier, Inc	CL-600-1A11 (600), CL-600-2A12 (601), CL-600-2B16 (601-3A and 601-3R Variants)
2019-21-09 2019-21-10		Aviointeriors S.p.A Airbus SAS	passenger seats A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232
2019-21-13 2019-21-51 2019-22-01	R 2012-22-18	Airbus SAS General Electric Company The Boeing Company	A330-243, -243F, -341, -342, and -343 GE90-115B model turbofan 787-8
2019-22-04 2019-22-05	R 96-25-04 R 2017-23-06	Airbus SAS General Electric Company	A320-211, -212, and -231 CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5B1, CF34-8C5A2, and CF34-8C5A3
2019-22-10	R 2019-20-02	The Boeing Company	737-600, -700, -700C, -800, -900, and -900ER
Biweekly 2019-25			
2019-22-06 2019-22-11	2009-09-02	The Boeing Company De Havilland Aircraft of Canada Limited	Model 737-800 DHC-8-400, -401, and -402
2019-22-12 2019-22-13 2019-22-14 2019-23-01		Airbus SAS Fokker Services B.V Airbus SAS Airbus SAS	A320-214, -216, -232, and -233 F28 Mark 0070 and 0100 A350-941 A318-111, -112, -121, and -122, A319-111, -112, -113, -114, -115, -131, -132, and -133, A320-211, -212, -214, -216, -231, -232, -233, -251N, -252N and -271N, A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX
2019-23-02		Airbus SAS	A330-223F and -243F, A330-201, -202, -203, -223, and -243, A330-301, -302, -303, -321, -322, -323, -341, -342, and -343
2019-23-08 2019-25-01	R 2019-03-19	Saab AB, Saab Aeronautics International Aero Engines LLC	SAAB 2000 PW1122G-JM, PW1124G-JM, PW1124G1-JM, PW1127G1-JM, PW1127GA-JM, PW1127G-JM, PW1129G-JM, PW1130G-JM, PW1133GA-JM, PW1133G-JM



2019-22-06 The Boeing Company: Amendment 39-19785; Docket No. FAA-2019-0323; Product Identifier 2019-NM-026-AD.

(a) Effective Date

This AD is effective December 30, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 737-800 series airplanes, certificated in any category, line numbers 4919 through 5063 inclusive, modified with split winglets per supplemental type certificate (STC) ST00830SE and listed in Aviation Partners Boeing Service Bulletin AP737-57-020, dated April 5, 2018.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of inadequate clearance between a certain fuel quantity indicating system (FQIS) tank unit and a certain reinforcement angle added as a part of a certain split winglet modification. The FAA is issuing this AD to address this condition, which could result in a potential source of ignition in a fuel tank and consequent fire, overpressure, and structural failure of the wing and possible loss of the airplane.

(f) Compliance

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

(g) Inspection and Repair

Within 18 months after the effective date of this AD: Perform a detailed inspection to determine the clearance between the FQIS tank unit at rib 21 (WSTA 617) and stringer U-14 reinforcement angle in accordance with the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP737-57-020, dated April 5, 2018. If the measured clearance is less than 0.10 inch: Before further flight, perform the repair action in accordance with the Accomplishment Instructions of Aviation Partners Boeing Service Bulletin AP737-57-020, dated April 5, 2018.

(h) 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 (i) 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.

(i) Related Information

For more information about this AD, contact Christopher Baker, Aerospace Engineer, Propulsion Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3552; email: christopher.r.baker@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Aviation Partners Boeing Service Bulletin AP737-57-020, dated April 5, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Aviation Partners Boeing, 2811 S 102nd Street, Suite 200, Seattle, WA 98168; telephone 206-830-7699; internet <https://www.aviationpartnersboeing.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: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 7, 2019.

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



2019-22-11 De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.): Amendment 39-19790; Docket No. FAA-2019-0479; Product Identifier 2019-NM-020-AD.

(a) Effective Date

This AD is effective January 9, 2020.

(b) Affected ADs

This AD replaces AD 2009-09-02, Amendment 39-15888 (74 FR 18121, April 21, 2009) (“AD 2009-09-02”).

(c) Applicability

This AD applies to De Havilland Aircraft of Canada Limited (Type Certificate Previously Held by Bombardier, Inc.) Model DHC-8-400, -401, and -402 airplanes, certificated in any category, serial numbers 4001, 4003, and subsequent, equipped with main landing gear (MLG) forward stabilizer brace part number (P/N) 46401-7.

(d) Subject

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

(e) Reason

This AD was prompted by reports of failures of the aft hinge of the MLG forward stabilizer brace due to fatigue cracks. The FAA is issuing this AD to address failure of the stabilizer brace, which could result in the collapse of the MLG.

(f) Compliance

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

(g) Retained Inspection and Corrective Actions, With Revised Service Information and Removed Reporting Requirement

This paragraph restates the requirements of paragraph (f) of AD 2009-09-02, with new service information and removed reporting requirement. Unless already done, do the following actions:

(1) At the applicable time specified in one of paragraphs (g)(1)(i) through (iv) of this AD: Perform non-destructive inspections for damage of the MLG forward stabilizer brace assemblies P/N 46401-7, in accordance with Bombardier Repair Drawing 8/4-32-099, Issue 1, dated March 10, 2009, and Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or Bombardier Repair Drawing 8/4-32-099, Issue 4, dated September 4, 2018, and UTC Aerospace Systems Service

Concession Request 026-09, Revision H, dated August 29, 2018. Repeat the inspection thereafter at intervals not to exceed 2,000 flight cycles. As of the effective date of this AD, use Bombardier Repair Drawing 8/4-32-099, Issue 4, dated September 4, 2018, and UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018, for the actions required by this paragraph.

(i) For airplanes with MLG forward stabilizer braces that have accumulated 12,000 or more total flight cycles as of May 6, 2009 (the effective date of AD 2009-09-02): Inspect within 50 flight cycles after May 6, 2009.

(ii) For airplanes with MLG forward stabilizer braces that have accumulated 9,000 or more total flight cycles but fewer than 12,000 total flight cycles as of May 6, 2009 (the effective date of AD 2009-09-02): Inspect before the accumulation of 12,050 total flight cycles, or within 500 flight cycles after May 6, 2009, whichever occurs earlier.

(iii) For airplanes with MLG forward stabilizer braces that have accumulated 4,500 or more total flight cycles but fewer than 9,000 total flight cycles as of May 6, 2009 (the effective date of AD 2009-09-02): Inspect before the accumulation of 9,500 total flight cycles, or within 1,500 flight cycles after May 6, 2009, whichever occurs earlier.

(iv) For airplanes with MLG forward stabilizer braces that have accumulated fewer than 4,500 total flight cycles as of May 6, 2009 (the effective date of AD 2009-09-02): Inspect before the accumulation of 6,000 total flight cycles.

(2) If any damage is found during any inspection required by paragraph (g)(1) of this AD, before further flight, do all applicable corrective actions in accordance with Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018; except as provided by paragraphs (g)(3) through (6) of this AD. As of the effective date of this AD, use UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018, for the actions required by this paragraph.

(3) For airplanes on which step 24. of Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009, has been done: Within 1,200 flight cycles after May 6, 2009 (the effective date of AD 2009-09-02), rework the MLG forward stabilizer brace, and except for airplanes on which the rework has been done, within 600 flight cycles after May 6, 2009, do a detailed visual inspection for damage of the stabilizer brace apex lugs, in accordance with Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018. If any damage is found, repair before further flight in accordance with Section C of Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or Section C of UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018. As of the effective date of this AD, use UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018, for the actions required by this paragraph.

(4) At the applicable time specified in one of paragraphs (g)(4)(i) through (iii) of this AD, replace the forward stabilizer brace assembly, in accordance with Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018. As of the effective date of this AD, use UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018, for the actions required by this paragraph.

(i) For airplanes on which cracking is found during any inspection required by this AD, and the cracking exceeds the limit specified in paragraph (g)(4)(i)(A) or (B) of this AD, as applicable: Replace the assembly before further flight.

(A) For cracking found before the effective date of this AD: The limit specified in Section C of Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009.

(B) For cracking found on or after the effective date of this AD: The limit specified in Section C or Section D of UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018.

(ii) For airplanes on which any cracking is found after the rework specified in Section C of Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or specified in Section C or Section D of UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018: Replace the assembly before further flight.

(iii) For airplanes on which no cracking is found after the rework specified in Section C of Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or specified in Section C or Section D of UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018: Replace the assembly within 2,700 flight cycles after doing the rework.

(5) If foreign object damage is found during any inspection required by this AD, or if damage is found to a forward stabilizer brace lug or stop bracket retention hole apex bushing, before further flight, repair using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Bombardier, Inc.'s TCCA Design Approval Organization (DAO); or De Havilland Aircraft of Canada Limited's TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(6) If any crack is found during the visual inspection under 10X magnification, repair before further flight, in accordance with Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018. As of the effective date of this AD, use UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018, for the actions required by this paragraph.

(7) Before the accumulation of 6,000 total flight cycles on the MLG forward stabilizer braces, or within 600 flight hours after May 6, 2009 (the effective date of AD 2009-09-02), whichever occurs later: Do a detailed visual inspection for cracking of both MLG forward stabilizer braces and do all applicable liquid penetrant inspections for cracking, in accordance with Bombardier Q400 All Operator Message 338, dated February 23, 2009. Repeat the inspection thereafter at intervals not to exceed 600 flight hours. If any cracking is found during any inspection required by this paragraph, repair before further flight in accordance with Bombardier Repair Drawing 8/4-32-099, Issue 1, dated March 10, 2009, and Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009; or Bombardier Repair Drawing 8/4-32-099, Issue 4, dated September 4, 2018, and UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018. As of the effective date of this AD, use Bombardier Repair Drawing 8/4-32-099, Issue 4, dated September 4, 2018, and UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018, to repair cracking found during any inspection required by this paragraph.

(h) New Requirement of This AD: Installation of Elbow Restrictor

Within 2,000 flight hours or 12 months, whichever occurs first, from the effective date of this AD: Install an elbow restrictor, P/N 46610-1, in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-32-69, Revision C, dated January 20, 2011.

(i) Terminating Actions

(1) Installation of an elbow restrictor as required by paragraph (h) of this AD terminates the repetitive inspection requirements of paragraphs (g)(1) and (7) of this AD.

(2) Installation of an elbow restrictor as required by paragraph (h) of this AD terminates the replacement of the forward stabilizer brace assembly requirement of paragraph (g)(4)(iii) of this AD.

(j) New Requirement of This AD: Revised Repetitive Inspections of the MLG Forward Stabilizer Brace

(1) Within 2,000 flight cycles after the installation specified in paragraph (h) of this AD, or within 12 months after the effective date, whichever occurs later, do the non-destructive inspection, in accordance with Bombardier Repair Drawing 8/4-32-099, Issue 4, dated September 4, 2018, and UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018. Thereafter, repeat the non-destructive inspection at the times specified in paragraph (j)(2) of this AD.

(2) Repeat the non-destructive inspection required in paragraph (j)(1) of this AD at the applicable intervals specified in paragraphs (j)(2)(i) through (iii) of this AD.

(i) For forward stabilizer braces, P/N 46401-7, that have not had any required rework done, as specified in Goodrich or UTC Aerospace Systems Service Concession Request 026-09, Section C or D, and have had Bombardier Service Bulletin 84-32-69 or Bombardier Service Bulletin 84-32-76 incorporated: Do the non-destructive inspection at intervals not to exceed 6,000 flight cycles.

(ii) For forward stabilizer braces, P/N 46401-7, that have been reworked in accordance with Goodrich or UTC Aerospace Systems Service Concession Request 026-09, Section D, and have had Bombardier Service Bulletin 84-32-69 or Bombardier Service Bulletin 84-32-76 incorporated: Do the non-destructive inspection at intervals not to exceed 6,000 flight cycles.

(iii) For forward stabilizer braces, P/N 46401-7, that have been reworked in accordance with Goodrich or UTC Aerospace Systems Service Concession Request 026-09, Section C, and have had Bombardier Service Bulletin 84-32-69 or Bombardier Service Bulletin 84-32-76 incorporated: Do the non-destructive inspection at intervals not to exceed 3,000 flight cycles.

(k) Acceptable Method of Compliance for Paragraph (h) of This AD

Replacing the standard elbow fitting at the retract port of the lock actuator with a new custom elbow fitting in accordance with paragraph 3.B., "Procedure," of the Accomplishment Instructions of Bombardier Service Bulletin 84-32-76, Revision B, dated August 1, 2018, is an acceptable method of compliance for the installation required by paragraph (h) of this AD.

(l) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using the service information in one of paragraphs (l)(1)(i) through (iii) of this AD.

(i) Bombardier Service Bulletin 84-32-69, dated June 30, 2009.

(ii) Bombardier Service Bulletin 84-32-69, Revision A, dated August 19, 2009.

(iii) Bombardier Service Bulletin 84-32-69, Revision B, dated September 17, 2009.

(2) This paragraph provides credit for actions specified in paragraph (j) of this AD, if those actions were performed before the effective date of this AD using the service information in one of paragraphs (l)(2)(i) through (iii) of this AD.

(i) Bombardier Repair Drawing 8/4-32-099, Issue 1, dated March 10, 2009, and Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009.

(ii) Bombardier Repair Drawing 8/4-32-099, Issue 2, dated April 20, 2009, and Goodrich Service Concession Request 026-09, Revision C, dated April 17, 2009.

(iii) Bombardier Repair Drawing 8/4-32-099, Issue 3, dated December 3, 2009, and Goodrich Service Concession Request 026-09, Revision D, dated November 27, 2009.

(3) This paragraph provides credit for actions performed using the method of compliance specified in paragraph (k) of this AD, if those actions were performed before the effective date of this AD using the service information in paragraph (l)(3)(i) or (ii) of this AD.

(i) Bombardier Service Bulletin 84-32-76, dated May 20, 2010.

(ii) Bombardier Service Bulletin 84-32-76, Revision A, dated June 19, 2014.

(m) Other FAA AD Provisions

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New York ACO Branch. AMOCs approved previously in accordance with AD 2009-09-02 are approved as AMOCs for the corresponding requirements in paragraph (g) 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, New York ACO Branch, FAA; or TCCA; or Bombardier, Inc.'s TCCA DAO; or De Havilland Aircraft of Canada Limited's TCCA DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(n) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2009-11R2, dated May 31, 2018, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0479.

(2) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7330; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

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

(o) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 9, 2020.

(i) Bombardier Repair Drawing 8/4-32-099, Issue 4, dated September 4, 2018.

(ii) Bombardier Service Bulletin 84-32-69, Revision C, dated January 20, 2011.

(iii) Bombardier Service Bulletin 84-32-76, Revision B, dated August 1, 2018.

(iv) UTC Aerospace Systems Service Concession Request 026-09, Revision H, dated August 29, 2018.

(4) The following service information was approved for IBR on May 6, 2009 (75 FR 18121, April 21, 2009).

(i) Bombardier Q400 All Operator Message 338, dated February 23, 2009. The issue date is specified on only the first page of this document.

(ii) Bombardier Repair Drawing 8/4-32-099, Issue 1, dated March 10, 2009. The issue date is specified on only the first page of this document.

(iii) Goodrich Service Concession Request 026-09, Revision B, dated March 10, 2009. Pages 1 through 8 of this document are identified as Revision B, dated March 5, 2009; pages 9 through 22 are identified as Revision B, dated March 10, 2009.

(5) For service information identified in this AD, contact De Havilland Aircraft of Canada Limited, Q-Series Technical Help Desk, 123 Garratt Boulevard, Toronto, Ontario M3K 1Y5, Canada; telephone 416-375-4000; fax 416-375-4539; email thd@dehavilland.com; internet <https://dehavilland.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, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 7, 2019.

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



2019-22-12 Airbus SAS: Amendment 39-19791; Docket No. FAA-2019-0667; Product Identifier 2019-NM-085-AD.

(a) Effective Date

This AD is effective December 31, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A320-214, -216, -232, and -233 airplanes, certificated in any category, as identified in European Aviation Safety Agency (EASA) AD 2018-0155, dated July 20, 2018 (“EASA AD 2018-0155”).

(d) Subject

Air Transport Association (ATA) of America Code 92, Electrical system installation.

(e) Reason

This AD was prompted by a report of undetected contacts between certain harnesses of the common fuel quantity indicating system and the center tank structure. The FAA is issuing this AD to address undetected contacts between certain harnesses of the common fuel quantity indicating system and the center tank structure, which could create, in case of a lightning strike with chafing present, an ignition source inside the center fuel tank, possibly resulting in a fuel tank explosion and consequent loss of the airplane.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2018-0155.

(h) Exceptions to EASA AD 2018-0155

(1) Where EASA AD 2018-0155 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2018-0155 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or 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): For any service information referenced in EASA AD 2018-0155 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC 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

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3223.

(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) European Aviation Safety Agency (EASA) AD 2018-0155, dated July 20, 2018.

(ii) [Reserved]

(3) For information about EASA AD 2018-0155, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 89990 6017; email: ADs@easa.europa.eu; Internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material 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. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0667.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA,

email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 6, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-25605 Filed 11-25-19; 8:45 am]



2019-22-13 Fokker Services B.V.: Amendment 39-19792; Docket No. FAA-2019-0666; Product Identifier 2019-NM-086-AD.

(a) Effective Date

This AD is effective December 30, 2019.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of lavatory waste bin fire extinguishers found depleted. An investigation revealed that damage to the discharge tubes may have occurred during installation or removal of the waste bin. Insufficient clearance between the waste bin and the fire extinguisher discharge tubes may have caused the discharge tubes to collide with the waste bin and discharge. The FAA is issuing this AD to address this condition, which could result in failure to discharge the extinguishing agent during a lavatory bin fire, and consequent damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Requirements as Specified in EASA AD 2019-0095

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0095, dated April 30, 2019 (“EASA AD 2019-0095”).

(h) Exceptions to EASA AD 2019-0095

(1) Where EASA AD 2019-0095 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0095 does not apply to this AD.

(i) Additional Requirement: Corrective Action

If, during any inspection required by paragraph (1) of EASA AD 2019-0095 (which includes a weight check of the waste bin fire extinguisher and an inspection of the discharge tubes for damage), any damaged discharge tube is found or the weight of the waste bin fire extinguisher is too low: Before further flight, replace the fire extinguisher with a serviceable fire extinguisher.

(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) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Fokker Services B.V.'s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Related Information

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) European Union Aviation Safety Agency (EASA) AD 2019-0095, dated April 30, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0095, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material 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. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0666.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 6, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2019-22-14 Airbus SAS: Amendment 39-19793; Docket No. FAA-2019-0611; Product Identifier 2019-NM-095-AD.

(a) Effective Date

This AD is effective December 31, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A350-941 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0126, dated June 5, 2019 (“EASA AD 2019-0126”).

(d) Subject

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

(e) Reason

This AD was prompted by the results of a structural analysis that identified that the upper frame fittings (UFFs) of the forward cargo door surrounding structure have a low fatigue life. The FAA is issuing this AD to address low fatigue life of the UFFs of the forward cargo door surrounding structure, which could lead to failure of a forward fuselage cargo door UFF, resulting in reduced structural integrity of the fuselage.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0126.

(h) Exception to EASA AD 2019-0126

The “Remarks” section of EASA AD 2019-0126 does not apply to this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or 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): For any service information referenced in EASA AD 2019-0126 that contains RC procedures and tests: Except as required by paragraph (i)(2) of this AD, RC 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

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.

(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) European Union Aviation Safety Agency (EASA) AD 2019-0126, dated June 5, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0126, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material 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. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0611.

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

Issued in Des Moines, Washington, on November 6, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division, Aircraft Certification Service.
[FR Doc. 2019-25606 Filed 11-25-19; 8:45 am]



2019-23-01 Airbus SAS: Amendment 39-19794; Docket No. FAA-2019-0321; Product Identifier 2019-NM-013-AD.

(a) Effective Date

This AD is effective January 9, 2020.

(b) Affected ADs

This AD affects AD 2018-25-02, Amendment 39-19513 (83 FR 62690, December 6, 2018) (“AD 2018-25-02”).

(c) Applicability

This AD applies to Airbus SAS airplanes identified in paragraphs (c)(1) through (4) of this AD, certificated in any category, with an original certificate of airworthiness or original export certificate of airworthiness issued on or before June 13, 2018.

- (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, -252N and -271N airplanes.
- (4) Model A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, accidental damage, or corrosion in principal structural elements, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 2-Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 07, dated June 13, 2018. The initial compliance time for doing the tasks is at the

time specified in Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 2-Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 07, dated June 13, 2018, or within 90 days after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions or Intervals

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

(i) Terminating Action for AD 2018-25-02

Accomplishing the actions required by this AD terminates all requirements of AD 2018-25-02.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(ii) AMOCs approved previously for AD 2018-25-02 are approved as AMOCs for the corresponding provisions of this AD, provided there is no change in description, threshold and interval of the applicable tasks.

(iii) AMOC AIR-676-19-235, dated June 3, 2019, is approved as an AMOC for the corresponding provisions of this AD.

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

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2018-0288, dated December 21, 2018, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0321.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

(I) Material Incorporated by Reference

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

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

(i) Airbus A318/A319/A320/A321 Airworthiness Limitations Section (ALS) Part 2-Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 07, dated June 13, 2018.

(ii) [Reserved]

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

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

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

Issued in Des Moines, Washington, on November 7, 2019.

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



2019-23-02 Airbus SAS: Amendment 39-19795; Docket No. FAA-2019-0483; Product Identifier 2019-NM-053-AD.

(a) Effective Date

This AD is effective December 30, 2019.

(b) Affected ADs

This AD affects AD 2017-19-13, Amendment 39-19043 (82 FR 43837, September 20, 2017) (“AD 2017-19-13”); and AD 2018-24-04, Amendment 39-19508 (83 FR 60756, November 27, 2018) (“AD 2018-24-04”).

(c) Applicability

This AD applies to the Airbus SAS airplanes specified in paragraphs (c)(1) through (3) of this AD, certificated in any category, with an original airworthiness certificate or original export certificate of airworthiness issued on or before January 18, 2019.

- (1) Model A330-223F and -243F airplanes.
- (2) Model A330-201, -202, -203, -223, and -243 airplanes.
- (3) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is issuing this AD to address fatigue cracking, accidental damage, and corrosion in principal structural elements; such fatigue cracking, accidental damage, and corrosion could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 90 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in Airbus A330 Airworthiness Limitations Section (ALS) Part 2, Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 03, dated October 15, 2018 (“Airbus A330 ALS Part 2, DT-ALI, Revision 03”), as supplemented by Airbus A330 ALS Part 2, DT-ALI, Variation 3.1, dated January 18, 2019. The

initial compliance time for doing the tasks is at the time specified in Airbus A330 ALS Part 2, DT-ALI, Revision 03, including Airbus A330 ALS Part 2, DT-ALI, Variation 3.1, dated January 18, 2019; or within 90 days after the effective date of this AD; whichever occurs later. This AD does not require Section 4, "Damage Tolerant-Airworthiness Limitations Items-Tasks Beyond MPPT," of Airbus A330 ALS Part 2, DT-ALI, Revision 03.

(h) No Alternative Actions or Intervals

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

(i) Terminating Action for AD 2017-19-13 and AD 2018-24-04

Accomplishing the actions required by this AD terminates all requirements of AD 2017-19-13 and AD 2018-24-04.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(ii) The AMOC specified in letter AIR-676-19-120, dated March 5, 2019, approved previously for AD 2018-24-04, is approved as an AMOC for the corresponding provisions of this AD for Model A330-300 series airplanes modified from a passenger to freighter configuration under the provisions of FAA Supplemental Type Certificate ST04038NY.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Union 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 2019-0059, dated March 20, 2019, for related information. This MCAI may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0483.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3229.

(I) Material Incorporated by Reference

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

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

(i) Airbus A330 Airworthiness Limitations Section (ALS) Part 2, Damage Tolerant Airworthiness Limitation Items (DT-ALI), Revision 03, dated October 15, 2018.

(ii) Airbus A330 Airworthiness Limitations Section (ALS) Part 2, Damage Tolerant Airworthiness Limitation Items (DT-ALI), Variation 3.1, dated January 18, 2019.

(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, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 7, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-25475 Filed 11-22-19; 8:45 am]



2019-23-08 Saab AB, Saab Aeronautics (Formerly Known as Saab AB, Saab Aerosystems):
Amendment 39-19802; Docket No. FAA-2019-0669; Product Identifier 2019-NM-091-AD.

(a) Effective Date

This AD is effective January 7, 2020.

(b) Affected ADs

This AD replaces AD 2019-03-19, Amendment 39-19571 (84 FR 6062, February 26, 2019) (“AD 2019-03-19”).

(c) Applicability

This AD applies to all Saab AB, Saab Aeronautics (formerly known as Saab AB, Saab Aerosystems) Model SAAB 2000 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by reports that certain fuel probes indicated misleading fuel quantities on the engine indicating and crew alerting system (EICAS). The FAA is issuing this AD to address deteriorated capacity of the fuel probes, which could lead to incorrect fuel reading, possibly resulting in fuel starvation and uncommanded engine in-flight shutdown, and consequent reduced control of the airplane.

(f) Compliance

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

(g) Retained Definition of Affected Part and New Definition of a Serviceable Part

This paragraph restates the requirements of paragraph (g) of AD 2019-03-19, with a new definition of a “serviceable part.”

(1) An “affected part” is a fuel probe having part number (P/N) 20136-0101, P/N 20136-0102, P/N 20136-0103, P/N 20136-0104, P/N 20136-0105, or P/N 20136-0106; with fuel low level sensors having P/N 20137-0101.

(2) A “serviceable part” is an affected part that has accumulated less than 1,500 total flight hours or 12 months since first installation on an airplane, having been checked and found to be within the acceptable tolerances, in accordance with the Accomplishment Instructions of Saab Service Bulletin 2000-28-028, dated April 19, 2018, or received as serviceable following repair or overhaul.

Note 1 to paragraph (g)(2): The definition of a “serviceable part” has been changed as of the effective date of this AD. Operators who have already complied with the requirements of paragraph (i) of this AD before the effective date of this AD using the previous definition of a “serviceable part,” which was “an affected part that has accumulated less than 1,500 total flight hours or 12 months since first installation on an airplane,” do not need to redo the replacement specified in paragraph (i) of this AD using the new definition of a serviceable part.

(h) Retained Functional Check, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2019-03-19, with no changes. Within 1,500 flight hours or 12 months after April 2, 2019 (the effective date of AD 2019-03-19), whichever occurs first, accomplish a functional check of the fuel indicator gauging accuracy and the low level warning, in accordance with the Accomplishment Instructions of Saab Service Bulletin 2000-28-028, dated April 19, 2018.

(i) Retained Corrective Action, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2019-03-19, with no changes. If the functional check required by paragraph (h) of this AD is found to be out of tolerance, within the limits and under the applicable conditions, as specified in the operator's existing Minimum Equipment List (MEL), replace the affected part with a serviceable part, in accordance with the Accomplishment Instructions of Saab Service Bulletin 2000-28-028, dated April 19, 2018.

(j) Parts Installation Limitation

As of the effective date of this AD, no person may install, on any airplane, an affected part, unless it is a serviceable part, as defined in paragraph (g)(2)(ii) of this AD.

(k) 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 (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: 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 Union Aviation Safety Agency (EASA); or Saab AB, Saab Aeronautics' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0187R1, dated May 10, 2019, for related information. This MCAI may be found in the AD docket on

the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0669.

(2) For more information about this AD, contact Shahram Daneshmandi, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3220.

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on April 2, 2019 (84 FR 6062, February 26, 2019).

(i) Saab Service Bulletin 2000-28-028, dated April 19, 2018.

(ii) [Reserved]

(4) For service information identified in this AD, contact Saab AB, Saab Aeronautics, SE-581 88, Linköping, Sweden; telephone +46 13 18 5591; fax +46 13 18 4874; email saab2000.techsupport@saabgroup.com; internet <http://www.saabgroup.com>.

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

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Des Moines, Washington, on November 15, 2019.

Dionne Palermo,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2019-25-01 International Aero Engines LLC: Amendment 39-21001; Docket No. FAA-2019-0995; Product Identifier AD-2019-00113-E.

(a) Effective Date

This AD is effective December 16, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to International Aero Engines, LLC (IAE LLC) PW1122G-JM, PW1124G-JM, PW1124G1-JM, PW1127G1-JM, PW1127GA-JM, PW1127G-JM, PW1129G-JM, PW1130G-JM, PW1133GA-JM, PW1133G-JM model turbofan engines with an engine serial number listed in paragraphs (g)(1) through (4) of this AD and with low-pressure turbine (LPT) 3rd-stage blades, part number (P/N) 5387343, 5387493, 5387473 or 5387503.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by reports of failure of certain LPT 3rd-stage blades. The FAA is issuing this AD to prevent failure of these LPT 3rd-stage blades. The unsafe condition, if not addressed, could result in failure of the LPT 3rd-stage blades, 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

For any IAE LLC LPT 3rd-stage blade, P/N 5387343, 5387493, 5387473, or 5387503, and with an engine serial number specified in paragraph (g)(1) through (4) of this AD, remove the affected blade from service within the times specified in paragraphs (g)(1) through (4) of this AD and replace with a part eligible for installation.

(1) Within 90 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770536; P770620; P770626; P770641; P770644; P770681; P770690; P770693; P770773; P770780; P770813; P770816; P770827; P770841; P770852;

P770869; P770870; P770873; P770883; P770894; P770909; P770512; P770762; P770484; P770805; P770716; P770836; or P770942.

(2) Within 180 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770347; P770981; P770814; P770825; P770964; P770622; P770763; P771019; P770980; P770985; P771048; P770487; P770911; P770960; P770932; P770934; P770444; P770993; P770996; P770893; P770320; P771036; P771040; P770797; P771047; P770537; P771026; P771050; P771046; P771074; P771062; P771080; P771099; P771164; or P770984.

(3) Within 270 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770966; P770482; P770170; P770272; P770646; P771167; P770495; P771162; P770463; P770853; P771015; P771032; P771165; P771170; P771092; P771093; P771174; P771135; P770597; P771113; P770469; P771154; P770244; P771059; P770287; P770740; P771107; P771118; P770366; P770607; P770577; P771219; P771258; P771207; P771211; P771138; P771140; P770594; P771020; P771279; P771280; P770499; P770279; P771273; P770978; or P770916.

(4) Within 360 days after the effective date of this AD or at the next engine shop visit, whichever comes first, for engines with serial numbers: P770579; P771188; P770722; P770603; P770715; P770768; P771120; P771132; P770782; P771288; P770504; P771238; P770676; P770128; P770191; P771277; P770749; P770800; P770381; P770395; P770218; P770374; P770256; P770452; P770460; P771141; P770138; P770750; P770645; P770756; P770308; P770143; P770439; P770509; P770127; P770139; P770172; P770176; P770129; P770140; P770173; P770640; P770742; P771006; P770505; P771161; P770315; P770263; P770724; P770259; P770149; P770269; P770486; P770614; P770975; P770946; P770629; or P771166.

(h) Definitions

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

(2) For the purpose of this AD, a “part eligible for installation” is any LPT 3rd-stage blade that does not have a P/N 5387343, 5387493, 5387473, or 5387503.

(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 Kevin M. Clark, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7088; fax: 781-238-7199; email: Kevin.M.Clark@faa.gov.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on November 25, 2019.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch, Aircraft Certification Service.

[FR Doc. 2019-25884 Filed 11-26-19; 4:15 pm]