FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2019-14

6/24/2019 - 7/7/2019

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

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E – Emergency; COR – Correction; 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, A330-203, 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, -1B70/72/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
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 Note: Was missing from BW2019-01
2018-26-08		Airbus SAS	A320-214, A320-232, A320-233, A321-211, and A321-231 airplanes Note: Was missing from BW2019-01
2019-03-03	A 2016-17-03	Airbus SAS	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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AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
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

2019-12-03 Bombardier, Inc.: Amendment 39-19658; Docket No. FAA-2019-0185; Product Identifier 2018-NM-178-AD.

(a) Effective Date

This AD is effective August 7, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all 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, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new and more restrictive airworthiness limitations are necessary for operational checks of the landing gear alternate extension system (AES). The FAA is issuing this AD to address a deficiency in the existing maintenance or inspection program, as applicable, that does not meet the certification criteria for all critical AES failure modes, which could reduce the ability of the flightcrew to maintain the safe flight and landing of the airplane.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision

Within 30 days after the effective date of this AD, revise the existing maintenance or inspection program, as applicable, to incorporate the information specified in CRJ Regional Jet (Bombardier) Temporary Revision ALI-0652, dated July 9, 2018. The initial compliance time for doing the tasks is at the time specified in figure 1 to paragraph (g) of this AD.

Figure 1 to paragraph (g) of this AD – *Compliance Times*

Airplane Flight Hours	Compliance Time
For airplanes with 4,400 flight hours or less since the last inspection done in accordance with Maintenance Review Board (MRB) Task 320100-203	Within 1,760 flight hours from the effective date of this AD
For airplanes with more than 4,400 flight hours since the last inspection done in accordance with MRB Task 320100-203	Within 880 flight hours from the effective date of this AD

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

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2018-31, dated November 28, 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-2019-0185.

(2) For more information about this AD, contact Darren Gassetto, Aerospace Engineer, Mechanical Systems and Administrative Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7323; fax 516-794-5531; email 9-avs-nyaco-cos@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) CRJ Regional Jet (Bombardier) Temporary Revision ALI-0652, dated July 9, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Bombardier, Inc., 400 Côte Vertu Road West, Dorval, Québec H4S 1Y9, Canada; Widebody Customer Response Center North America toll-free telephone 1-866-538-1247 or direct-dial telephone 1-514-855-2999; fax 514-855-7401; email ac.yul@aero.bombardier.com; internet http://www.bombardier.com.

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

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

Issued in Des Moines, Washington, on June 12, 2019.

Dionne Palermo,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-14153 Filed 7-2-19; 8:45 am]

2019-12-04 Airbus SAS: Amendment 39-19659; Docket No. FAA-2019-0020; Product Identifier 2018-NM-144-AD.

(a) Effective Date

This AD is effective August 7, 2019.

(b) Affected ADs

(1) This AD replaces AD 2018-19-18, Amendment 39-19418 (83 FR 49793, October 3, 2018) ("AD 2018-19-18").

(2) 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, B4-620, B4-622, B4-605R, B4-622R, C4-605R Variant F, F4-605R, and F4-622R airplanes, certificated in any category, as identified in European Aviation Safety Agency (EASA) AD 2018-0229, dated October 23, 2018 ("EASA AD 2018-0229").

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracking of the frame (FR) 47 angle fitting. The FAA is issuing this AD to address 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) 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 2018-0229.

(h) Exceptions to EASA AD 2018-0229

(1) For purposes of determining compliance with the requirements of this AD:

Where EASA AD 2018-0229 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2018-0229 does not apply to this AD.

(3) Where Note 1 of EASA AD 2018-0229 specifies the grace period to be counted from January 6, 2001, this AD requires the grace period to be counted from December 19, 2005 (the effective date of AD 2005-23-08, Amendment 39-14366 (70 FR 69056, November 14, 2005) (“AD 2005-23-08”)).

(4) Where Note 2 and Note 4 of EASA AD 2018-0229 specify the grace periods to be counted from November 7, 2017, without exceeding certain inspection thresholds and intervals, the grace periods in those Notes for this AD are within 12 months after November 7, 2018 (the effective date of AD 2018-19-18).

(5) Paragraph (11) of EASA AD 2018-0229 specifies to report all inspection results to Airbus. For this AD, report all inspection results to Airbus Service Bulletin Reporting Online Application on Airbus World (https://w3.airbus.com/) at the applicable time specified in paragraph (h)(5)(i) or (h)(5)(ii) of this AD. The report must include the inspection results, the method of inspection, the airplane serial number, and the number of flight cycles and flight hours on the airplane.

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

(ii) 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.

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

Accomplishment of the action required by paragraph (1) of EASA AD 2018-0229 and the initial inspections required by paragraphs (3), (4), and (5) of EASA AD 2018-0229 terminates all requirements of AD 2014-20-18.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (1) of EASA AD 2018-0229, if those actions were performed before December 19, 2005 (the effective date of AD 2005-23-08) using Airbus Service Bulletin A300-57-6050, Revision 02, dated February 10, 2000.

(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)(1) 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 2018-0229 that contains RC procedures and tests: Except as required by paragraph (k)(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.

(4) 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 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.

(l) Related Information

(1) 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.

(2) For Airbus service information identified in this AD that is not incorporated by reference, 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.

(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) European Aviation Safety Agency (EASA) AD 2018-0229, dated October 23, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0229, 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 EASA AD 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. EASA AD 2018-0229 may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2019-0020.

(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, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on June 12, 2019.

Dionne Palermo,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-14152 Filed 7-2-19; 8:45 am]

2019-12-07 Airbus SAS: Amendment 39-19662; Docket No. FAA-2019-0017; Product Identifier 2018-NM-112-AD.

(a) Effective Date

This AD is effective August 1, 2019.

(b) Affected ADs

This AD replaces the following ADs.
(1) AD 2007-11-11, Amendment 39-15068 (72 FR 29241, May 25, 2007) ("AD 2007-11-11").
(2) AD 2017-01-11, Amendment 39-18778 (82 FR 5362, January 18, 2017) ("AD 2017-01-11").

(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 (MSNs).
(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, and -233 airplanes.
(4) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that cracks were found in the main landing gear (MLG) sliding tubes due to certain manufacturing defects that might not be identified using the current on-wing scheduled inspections. The FAA is issuing this AD to address cracking in an MLG sliding tube, which could lead to failure of an MLG sliding tube resulting in MLG collapse, damage to the airplane, and injury to passengers.

(f) Compliance

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

(g) Retained Replacement of AD 2007-11-11, With Updated References to Service Information and Specific Delegation Approval Language

This paragraph restates the requirements of paragraph (i) of AD 2007-11-11, with updated references to service information and specific delegation approval language. Within 41 months after June 29, 2007 (the effective date of AD 2007-11-11), replace all MLG shock absorbers equipped with

MLG sliding tubes having serial numbers listed in Airbus All Operators Telex (AOT) A320-32A1273, Revision 01, dated May 6, 2004; or the Accomplishment Instructions of Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005; with new or serviceable MLG shock absorbers equipped with MLG sliding tubes having serial numbers not listed in Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004; or the Accomplishment Instructions of Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005; 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. As of June 29, 2007, only Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005, may be used to determine the affected MLG sliding tubes.

Note 1 to paragraph (g): Guidance on the replacement specified in paragraph (g) of this AD can be found in Airbus A318/A319/A320/A321 Aircraft Maintenance Manual Chapter 32-11-13, page block 401.

(h) Retained MLG Sliding Tube Part Number and Serial Number Identification of AD 2017-01-11, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2017-01-11, with no changes. Within three months after February 22, 2017 (the effective date of AD 2017-01-11): Do an inspection to identify the part number and serial number of the MLG sliding tubes installed on the airplane. A review of airplane maintenance records is acceptable in lieu of this inspection if the part number and serial number of the MLG sliding tubes can be conclusively determined from that review.

(i) Retained Identification of Airplanes of AD 2017-01-11, With No Changes

This paragraph restates the identification specified in paragraph (h) of AD 2017-01-11, with no changes. An airplane with a MSN not listed in figure 1 to paragraph (i) of this AD is not affected by the requirements of paragraph (j) of this AD, provided it can be determined that no MLG sliding tube having a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD has been installed on that airplane since first flight of the airplane.

Figure 1 to Paragraph (i) – *Affected Airplanes Listed by MSN*

Affected Airplanes Listed by MSN					
0179	0214	0296	0412	0558	0604
0607	0668	0704	0720	0726	0731
0754	0771	0799	0828	0841	0855
0909	0914	0925	0939	0986	1028
1030	1041	1070	1083	1093	1098
1108	1148	1294	1356	2713	2831

Table 1 to Paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) – *Affected MLG Sliding Tubes*

Part Number	Serial Number
201160302	78B
201160302	1016B11
201160302	1144B
201371302	B4493
201371302	B4513
201371302	SS4359
201371302	B4530
201371302	B4517
201371302	B4568
201371302	B4498
201371302	4490B
201371302	B202-4598
201371302	B165-4623
201371302	B244-4766
201371302	B267-4794
201371302	B272-4813
201160302	1108B

Part Number	Serial Number
201371304	B041-4871
201371304	B045-4869
201371304	B001-4781
201371304	B051-4892
201371304	B110-1952
201371304	B054-4891
201371304	B063-4921
201371304	B071-4911
201371304	B071-4917
201371304	B080-1933
201371304	B117-5010
201371304	B120-4989
201371304	B132-2023
201371304	B114-1956
201371304	B208-2009
201371304	B133-1947
201371304	B154-5037
201371304	B89 4952
201371304	B129-1964
201371304	B227-2010
201371304	B170-5031
201371304	B182-5047
201371304	B239-2053
201371304	B1401-2856
201371304	B1813-3142
201371304	B116-5004
201522353	B011-149
201522350	B014-25
201522350	B019-56

Part Number	Serial Number
201522350	B019-57
201522350	B021-69
201522350	B022-60
201522353	B03-111
201522353	B03-110
201522353	B112-317
201522353	B174-351
201522353	B179-392
201383350	4377B
201383350	4393B
201383350	B1831
201383350	B1832
201383350	SS4355B
201383350	SS4400B

(j) Retained Inspections of AD 2017-01-11, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2017-01-11, with no changes. For each MLG sliding tube identified as required by paragraph (h) of this AD, having a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD: Within 3 months after February 22, 2017 (the effective date of AD 2017-01-11) inspect affected MLG axles and brake flanges by doing a detailed visual inspection of the chromium plates for damage, and a Barkhausen noise inspection of the MLG sliding tube axles for damage, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1416, including Appendix 01, dated March 10, 2014. For Model A318 series airplanes, use the procedures specified for Model A319 series airplanes in Airbus Service Bulletin A320-32-1416, including Appendix 01, dated March 10, 2014.

(k) Retained Corrective Action of AD 2017-01-11, With No Changes

This paragraph restates the requirements of paragraph (j) of AD 2017-01-11, with no changes. If, during any inspection required by paragraph (j) of this AD, any damage is detected: Before further flight, replace the MLG sliding tube with a serviceable MLG sliding tube, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1416, including Appendix 01, dated March 10, 2014. For Model A318 series airplanes, use the procedures specified for Model A319 series airplanes in Airbus Service Bulletin A320-32-1416, including Appendix 01, dated March 10, 2014.

(l) Retained Definition of Serviceable MLG Sliding Tube of AD 2017-01-11, With No Changes

This paragraph restates the definition specified in paragraph (k) of AD 2017-01-11, with no changes. For the purpose of paragraph (k) of this AD, a serviceable MLG sliding tube is defined as an MLG sliding tube that meets the criterion in either paragraph (l)(1) or (l)(2) of this AD.

(1) An MLG sliding tube having a part number and serial number not listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD.

(2) An MLG sliding tube having a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD that has passed the inspections required by paragraph (j) of this AD.

(m) Retained Parts Installation Prohibition of AD 2017-01-11, With No Changes

This paragraph restates the requirements of paragraph (l) of AD 2017-01-11, with no changes.

(1) For airplanes that have an MLG sliding tube installed that has a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD: After an airplane is returned to service following accomplishment of the actions required by paragraphs (h), (i), and (j) of this AD, no person may install on any airplane an MLG sliding tube having a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD, unless that MLG sliding tube has passed the inspection required by paragraph (j) of this AD.

(2) For airplanes that, as of February 22, 2017 (the effective date of AD 2017-01-11), do not have an MLG sliding tube installed that has a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD: No person may install, on any airplane, an MLG sliding tube having a part number and serial number listed in table 1 to paragraphs (i), (j), (l)(1), (l)(2), (m)(1), and (m)(2) of this AD unless that MLG sliding tube has passed the inspection required by paragraph (j) of this AD.

(n) New Definitions

For the purpose of paragraphs (o), (p), (q), (r), and (s) of this AD the following definitions apply.

(1) Affected MLG shock absorber: An MLG shock absorber having a part number and serial number as identified in Messier-Dowty Service Bulletin 200-32-286, Revision 3, dated October 3, 2008, for Model A318, A319, and A320 series airplanes; and Messier-Dowty Service Bulletin 201-32-43, Revision 3, dated October 3, 2008, for Model A321 series airplanes.

(2) Affected MLG sliding tube: An MLG sliding tube having a part number and serial number as identified in Appendix B of Safran Service Bulletin 200-32-321, Revision 2, dated October 3, 2017, for Model A318, A319, and A320 series airplanes; or Safran Service Bulletin 201-32-68, Revision 2, dated October 3, 2017, for Model A321 series airplanes, except those parts that passed an inspection as specified in Safran Service Bulletin 200-32-321; or Safran Service Bulletin 201-32-68; as applicable; and those parts that, after that inspection, have been repaired, using instructions 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) Serviceable MLG sliding tube: An MLG sliding tube that is not affected, or an affected MLG sliding tube, that has not exceeded 10,000 flight cycle since first installation on an airplane, or an affected MLG sliding tube that, within the last 5,000 flight cycles before installation on an airplane, passed an inspection specified in Airbus Service Bulletin A320-32-1441.

(o) New Requirement of This AD: Repetitive Inspections

At the compliance time specified in figure 2 to paragraph (o) of this AD, and thereafter at intervals not to exceed 5,000 flight cycles: Do a detailed inspection of each affected MLG sliding

tube, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1441, Revision 01, dated December 14, 2017.

Figure 2 to Paragraph (o) – *Initial Compliance Time for MLG Sliding Tube Inspection*

Initial Compliance Time for MLG Sliding Tube Inspection (whichever occurs later, A or B)	
A	Prior to exceeding 10,000 flight cycles since first installation of an affected MLG sliding tube on an airplane.
B	Within 5,000 flight cycles or 25 months, whichever occurs first after the effective date of this AD.

Note 2 to paragraph (o): If no reliable data regarding the number of flight cycles accumulated by the MLG sliding tube are available, operators may refer to the guidance specified in Chapter 5.2, "Traceability", of Section 1, of Part 1 of the Airbus A318/A319/A320/A321 Airworthiness Limitations Section.

(p) New Requirement of This AD: Corrective Actions

(1) If, during any inspection required by paragraph (o) of this AD, any crack is detected on an MLG sliding tube: Before further flight, replace that MLG sliding tube with a serviceable MLG sliding tube, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-32-1441, Revision 01, dated December 14, 2017.

(2) Replacement of an MLG on an airplane with an MLG having a serviceable MLG sliding tube installed is an acceptable method to comply with the requirements of paragraph (p)(1) of this AD for that airplane.

(q) New Requirement of This AD: Part Replacement

(1) Within 10 years after the effective date of this AD: Replace each affected MLG sliding tube with an MLG sliding tube that is not affected. Installation of an MLG sliding tube that is not affected on an airplane constitutes terminating action for the repetitive inspections required by paragraph (o) of this AD for that airplane.

(2) Replacement of an MLG on an airplane with an MLG that does not have an affected MLG sliding tube installed is an acceptable method to comply with the requirement of paragraph (q)(1) of this AD for that airplane.

(r) New Requirement of This AD: Parts Installation Limitation

(1) As of the effective date of this AD no person may install on any airplane an affected MLG shock absorber assembly containing a discrepant MLG sliding tube part number.

(2) Do not install an affected MLG sliding tube on any airplane as specified in paragraph (r)(2)(i) or (r)(2)(ii) of this AD, as applicable.

(i) For an airplane with an affected MLG sliding tube installed as of the effective date of this AD: After replacement of each affected MLG sliding tube as required by paragraph (q) of this AD.

(ii) For an airplane that does not have an affected MLG sliding tube installed as of the effective date of this AD: As of the effective date of this AD.

(s) Identification of Airplanes Not Affected by Certain Requirements of This AD

An airplane on which Airbus Modification 161202 or Modification 161346 has been installed in production is not affected by the requirements of paragraphs (g), (h), (j), (o), and (q), of this AD, provided it has been verified that no affected MLG sliding tube is installed on that airplane.

(t) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraph (g) of this AD, if those actions were performed before June 29, 2007, using Airbus AOT A320-32A1273, Revision 01, dated May 6, 2004. This document was incorporated by reference in AD 2004-11-13, Amendment 39-13659 (69 FR 31867, June 8, 2004).

(2) This paragraph provides credit for the initial inspection and applicable corrective actions required by paragraphs (o) and (p) of this AD if those actions were performed before the effective date of this AD, using the Accomplishment Instructions in Airbus Service Bulletin A320-32-1441, dated December 28, 2016.

(u) Service Information Exceptions

The service information specified in paragraph (g) of this AD has instructions to send any cracked part to Messier-Dowty. This AD does not include such a requirement, in accordance with the procedures specified in paragraph (w)(2) of this AD.

(v) No Reporting Requirement

Although Airbus Service Bulletin A320-32-1441, Revision 01, dated December 14, 2017, specifies to submit certain information to the manufacturer, and specifies that action as “RC,” (required for compliance) this AD does not include that requirement.

(w) 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 (x)(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 2007-11-11 are approved as AMOCs for the corresponding provisions of paragraph (g) of this AD.

(iii) AMOCs approved previously for AD 2017-01-11 are approved as AMOCs for the corresponding provisions of paragraphs (h), (i), (j), (k), (l), and (m) of this AD.

(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 EASA; or Airbus SAS's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Required for Compliance (RC): Except as required by paragraphs (u) and (v) 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.

(x) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0135, dated June 26, 2018, for related information. This MCAI may be found in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2019-0017.

(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.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (y)(6), (y)(7), and (y)(8) of this AD.

(y) 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 August 1, 2019.

(i) Airbus Service Bulletin A320-32-1441, Revision 01, dated December 14, 2017.

(ii) Messier-Dowty Service Bulletin 200-32-286, Revision 3, dated October 3, 2008.

(iii) Messier-Dowty Service Bulletin 201-32-43, Revision 3, dated October 3, 2008.

(iv) Safran Service Bulletin 200-32-321, Revision 2, dated October 3, 2017.

(v) Safran Service Bulletin 201-32-68, Revision 2, dated October 3, 2017.

(4) The following service information was approved for IBR on February 22, 2017 (82 FR 5362, January 18, 2017).

(i) Airbus Service Bulletin A320-32-1416, including Appendix 01, dated March 10, 2014.

(ii) [Reserved]

(5) The following service information was approved for IBR on June 29, 2007 (72 FR 29241, May 25, 2007).

(i) Airbus Service Bulletin A320-32A1273, Revision 02, including Appendix 01, dated May 26, 2005.

(ii) [Reserved]

(6) For Airbus 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.

(7) For Safran and Messier-Dowty service information identified in this AD, contact Safran Landing Systems, One Carbon Way, Walton, KY 41094; telephone (859) 525-8583; fax (859) 485-8827; internet https://www.safran-landing-systems.com.

(8) 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.

(9) 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 June 19, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2019-12-10 Fokker Services B.V.: Amendment 39-19665; Docket No. FAA-2018-1071; Product Identifier 2018-NM-119-AD.

(a) Effective Date

This AD is effective August 1, 2019.

(b) Affected ADs

(1) This AD affects AD 2017-06-06, Amendment 39-18830 (83 FR 8328, February 27, 2018) ("AD 2017-06-06").
(2) This AD affects AD 2012-12-07, Amendment 39-17087 (77 FR 37788, June 25, 2012) ("AD 2012-12-07").

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by a determination that new or more restrictive airworthiness limitations are necessary. The FAA is 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) 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 Fokker Engineering Report SE-623, Fokker 70/100 Airworthiness Limitations Section, Part 2–
(Structure ALI's and Safe Life Items), Issue 18, dated June 14, 2018.
(1) The initial compliance time for doing the tasks is at the time specified in Fokker Engineering Report SE-623, Fokker 70/100 Airworthiness Limitations Section, Part 2–(Structure ALI's and Safe Life Items), Issue 18, dated June 14, 2018, or within 90 days after the effective date of this AD, whichever occurs later.
(2) If any discrepancy 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 Fokker B.V. Service's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(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 Action for Affected ADs

(1) Accomplishing the actions required by this AD terminates all requirements of AD 2017-06-06.

(2) Accomplishing the actions required by this AD terminates the requirements of paragraph (g) of AD 2012-12-07.

(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 EASA; or Fokker Services B.V.'s EASA 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 2018-0159, dated July 25, 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-2018-1071.

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

(l) Material Incorporated by Reference

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

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

(i) Fokker Engineering Report SE-623, Fokker 70/100 Airworthiness Limitations Section, Part 2–(Structure ALI's and Safe Life Items), Issue 18, dated June 14, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Fokker Services B.V., Technical Services Dept., P.O. Box 1357, 2130 EL Hoofddorp, the Netherlands; telephone +31 (0)88-6280-350; fax +31 (0)88-6280-111; email technicalservices@fokker.com; internet http://www.myfokkerfleet.com.

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

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

Issued in Des Moines, Washington, on June 17, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2019-12-13 The Boeing Company: Amendment 39-19668; Docket No. FAA-2019-0445; Product Identifier 2019-NM-083-AD.

(a) Effective Date

This AD is effective July 12, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model 757-200, -200PF, -200CB, and -300 series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of the failure of the aileron trim actuator attachment lug. The FAA is issuing this AD to address failure of the aileron trim actuator attachment lug and subsequent loss of feel force, wheel centering, and lateral trim. This condition, if not corrected, could cause over-control of the airplane and subsequent lateral pilot induced oscillations (PIO), which could adversely affect continued safe flight and landing.

(f) Compliance

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

(g) Required Actions

Except as specified by paragraph (h) of this AD: At the applicable times specified in the "Compliance" paragraph of Boeing Alert Requirements Bulletin 757-27A0159 RB, dated March 29, 2019, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin 757-27A0159 RB, dated March 29, 2019.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin 757-27A0159, dated March 29, 2019, which is referred to in Boeing Alert Requirements Bulletin 757-27A0159 RB, dated March 29, 2019.

(h) Exceptions to Service Information Specifications

(1) For purposes of determining compliance with the requirements of this AD: Where Boeing Alert Requirements Bulletin 757-27A0159 RB, dated March 29, 2019, uses the phrase “the original issue date of the Requirements Bulletin 757-27A0159 RB,” this AD requires using “the effective date of this AD.”

(2) Where Boeing Alert Requirements Bulletin 757-27A0159 RB, dated March 29, 2019, specifies contacting Boeing for repair instructions: This AD requires doing the repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

For more information about this AD, contact Katherine Venegas, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5353; fax: 562-627-5210; email: katherine.venegas@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Boeing Alert Requirements Bulletin 757-27A0159 RB, dated March 29, 2019.

(ii) [Reserved]

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

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

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

Issued in Des Moines, Washington, on June 18, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.