FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

LARGE AIRCRAFT

BIWEEKLY 2019-24

11/11/2019 - 11/24/2019

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, A330-203, 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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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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			A321-111, -112, -131, -211, -212, -213, -231, -232, -251N, -251NX, -252N, -252NX, -253N, -253NX, -271N, -271NX, -272N, and -272NX airplanes
2019-14-05		B/E Aerospace Fischer GmbH	Common Seats
2019-15-05		Rolls-Royce Deutschland Ltd & Co KG	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		Airbus SAS	A330-223F and -243F
2019-14-10	R 2018-02-11	Airbus SAS	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		The Boeing Company	737-8 and 737-9
2019-14-13		The Boeing Company	Model 767-200, -300, -300F, and, -400ER series airplanes
2019-14-14		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
2019-14-15	R 2017-25-12	The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series
2019-15-01		Bombardier, Inc.	Model CL-600-2B16 (601-3A, 601-3R, and 604 Variants) airplanes
2019-15-03		328 Support Services GmbH	Model 328-100 airplanes
2019-15-04		Bombardier, Inc.	Model BD-100-1A10 airplanes
2019-15-06	R 2018-22-07	Engine Alliance	GP7270, GP7272, and GP7277 model turbofan
2019-15-07		The Boeing Company	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		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes
2019-15-10		Safran Aerosystems	life jackets
2019-16-01		International Aero Engines AG	V2525-D5 and V2528-D5 model turbofan engines
2019-16-02		GE Honda Aero Engines	HF120 model turbofan engines
2019-16-04	R 2019-03-04	Engine Alliance	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		Airbus SAS	A350-941 and -1041 airplanes
2019-16-06		Airbus SAS	A320-251N and A320-271N
2019-16-11	R 2018-20-06	Airbus SAS	A300 F4-605R and F4-622R airplanes
2019-16-14	R 2018-25-01	Rolls-Royce Deutschland Ltd & Co KG	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

AD No.	Information	Manufacturer	Applicability
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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

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2019-21-07		Airbus SAS	A350-941
2019-21-11	R 2019-19-11	Pratt & Whitney	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		Aviointeriors S.p.A	passenger seats
2019-21-10		Airbus SAS	A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232
2019-21-13	R 2012-22-18	Airbus SAS	A330-243, -243F, -341, -342, and -343
2019-21-51		General Electric Company	GE90-115B model turbofan
2019-22-01		The Boeing Company	787-8
2019-22-04	R 96-25-04	Airbus SAS	A320-211, -212, and -231
2019-22-05	R 2017-23-06	General Electric Company	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

2019-13-01 Airbus SAS: Amendment 39-19674; Docket No. FAA-2018-0807; Product Identifier 2018-NM-003-AD.

(a) Effective Date

This AD is effective December 17, 2019.

(b) Affected ADs

This AD affects AD 2013-08-03, Amendment 39-17420 (78 FR 23105, April 18, 2013) ("AD 2013-08-03").

(c) Applicability

This AD applies to the Airbus SAS airplanes, certificated in any category, specified in paragraphs (c)(1) through (5) of this AD.

(1) Model A330-201, -202, -203, -223, and -243 airplanes, all manufacturer serial numbers (MSNs), except those on which Airbus Modification 54500 has been embodied in production.

(2) Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, all manufacturer serial numbers, except MSNs 0896, 0905, and 0913 (which are specified in paragraph (c)(3) of this AD), and except those on which Airbus Modification 54500 has been embodied in production.

(3) Model A330-343 airplanes, MSNs 0896, 0905, and 0913, except those on which the actions in Airbus Service Bulletin A330-32-3273 have been embodied in service.

(4) Model A340-211, -212, and -213 airplanes, all manufacturer serial numbers, except those on which Airbus Modification 54500 has been embodied in production.

(5) Model A340-311, -312, and -313 airplanes, all manufacturer serial numbers, except those on which Airbus Modification 54500 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a report that revealed the wheel axles of the main landing gear (MLG) were machined with a radius as small as 0.4 millimeters and a determination that the life limit for the affected wheel axles of the MLG must be reduced. The FAA is issuing this AD to address fatigue of the wheel axles of the MLG, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Definitions

(1) For the purpose of this AD, the affected MLG wheel axles are listed by part number and serial number in Appendix 01 (Maintenance Repair Organization (MRO) 001), Appendix 02 (MRO 002), and Appendix 03 (MRO 003) of Airbus Service Bulletin A330-32-3282, Revision 03, dated October 24, 2017; and Airbus Service Bulletin A340-32-4311, Revision 03, dated October 24, 2017; as applicable.

(2) For the purpose of this AD, a serviceable MLG wheel axle is an affected MLG wheel axle that has not exceeded the applicable post-repair life limit values as specified in table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD; or a part that is not an affected MLG wheel axle.

Table 1 to paragraphs (g)(2), (g)(3), and (i) – *MRO 001 Post-Repair Life Limits*

Affected Airplane(s)	Weight Variant (WV) (series)	Compliance Time/Post-Repair Life Limits (flight cycles (FC) or flight hours (FH), whichever occurs first, as defined by paragraph (g)(3) of this AD for post-repair life limits)
A340-211, A340-212 and A340-213	WV00x	4,600 FC or 29,000 FH
A340-311, A340-312 and A340-313	WV00x	4,700 FC or 22,250 FH
A340-313	WV02x and WV05x	3,950 FC or 16,900 FH
A330-301, A330-321, A330-322, A330-341, and A330-342	WV00x and WV01x	5,050 FC or 15,200 FH
A330-201, A330-202, A330-203, A330-223, and A330-243	WV02x, WV05x, and WV06x	4,450 FC or 17,900 FH
A330-301, A330-302, A330-303, A330-323, A330-342, and A330-343	WV02x and WV05x	5,150 FC or 13,450 FH

Table 2 to paragraphs (g)(2), (g)(3), and (i) – *MRO 002 Post-Repair Life Limits*

Affected Airplane(s)	WV (series)	Compliance Time/Post-Repair Life Limits A or B, whichever occurs later (FC or FH, whichever occurs first, as defined by paragraph (g)(3) of this AD for post-repair life limits)
A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313	WV00x	**A:** 25,000 FC or 100,000 FH **B:** 12 months after the effective date of this AD
A340-311, A340-312, and A340-313	WV02x and WV05x	**A:** 25,000 FC or 83,100 FH **B:** 12 months after the effective date of this AD, but not to exceed 25,000 FC or 100,000 FH
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343	WV00x, WV01x, WV02x, and WV05x	**A:** 50,000 FC or 75,000 FH **B:** 12 months after the effective date of this AD
A330-201, A330-202, A330-203, A330-223, and A330-243	WV02x, WV05x (except WV058), and WV06x	**A:** 50,000 FC or 75,000 FH **B:** 12 months after the effective date of this AD
A330-201, A330-202, A330-203, A330-223, and A330-243	WV058	**A:** 50,000 FC or 70,950 FH **B:** 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH

Table 3 to paragraphs (g)(2), (g)(3), and (i) – *MRO 003 Post-Repair Life Limits*

Affected Airplane(s)	WV (series)	Compliance Time/Post-Repair Life Limits A or B, whichever occurs later (FC or FH, whichever occurs first, as defined by paragraph (g)(3) of this AD for post-repair life limits)
A340-211, A340-212, A340-213, A340-311, A340-312, and A340-313	WV00x	**A:** 25,000 FC or 100,000 FH **B:** 12 months after the effective date of this AD
A340-311, A340-312, and A340-313	WV02x and WV05x	**A:** 25,000 FC or 68,800 FH **B:** 12 months after the effective date of this AD, but not to exceed 25,000 FC or 100,000 FH
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343	WV00x and WV01x	**A:** 50,000 FC or 73,400 FH **B:** 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH
A330-301, A330-302, A330-303, A330-321, A330-322, A330-323, A330-341, A330-342, and A330-343	WV02x and WV05x	**A:** 50,000 FC or 64,100 FH **B:** 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH
A330-201, A330-202, A330-203, A330-223, and A330-243	WV02x, WV05x (except WV058), and WV06x	**A:** 50,000 FC or 62,950 FH **B:** 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH
A330-201, A330-202, A330-203, A330-223, and A330-243	WV058	**A:** 50,000 FC or 59,350 FH **B:** 12 months after the effective date of this AD, but not to exceed 50,000 FC or 75,000 FH

(3) For the purpose of this AD, the term “post-repair life limits” represents the time-in-service, flight cycles, or flight hours, whichever occurs first, accumulated since repair by the affected MRO specified in table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD.

(h) Inspection To Determine Part Number and Serial Number

Within 90 days after the effective date of this AD: Do an inspection of each MLG wheel axle (left-hand and right-hand sides) to determine the part number and serial number. A review of airplane delivery or maintenance records is acceptable to make this determination, in lieu of inspecting a MLG wheel axle, provided those records can be relied upon for that purpose and the part number and serial number of the affected part can be positively identified from that review.

(i) Replacement of Affected MLG Wheel Axles

If any affected MLG wheel axle is found: Within the compliance time specified in table 1 to paragraphs (g)(2), (g)(3), and (i) of this AD, table 2 to paragraphs (g)(2), (g)(3), and (i) of this AD, or table 3 to paragraphs (g)(2), (g)(3), and (i) of this AD; replace each repaired MLG wheel axle with a serviceable MLG wheel axle, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-32-3282, Revision 03, dated October 24, 2017; or Airbus Service Bulletin A340-32-4311, Revision 03, dated October 24, 2017; as applicable. Post-repair life limits specified in tables 1, 2, and 3 to paragraphs (g)(2), (g)(3), and (i) of this AD may not exceed the applicable ALS Part 1 life limits in the existing maintenance or inspection program.

(j) Parts Installation Limitation

As of the effective date of this AD, any affected MLG wheel axle repaired using MRO 001, MRO 002, or MRO 003 may be installed on an airplane, provided the MLG wheel axle is a serviceable part as defined in paragraph (g)(2) of this AD.

(k) Terminating Action for AD 2013-08-03

Accomplishing the inspection and replacement required by paragraphs (h) and (i) of this AD terminates all requirements of AD 2013-08-03.

(l) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

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

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2018-0150, dated July 16, 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-2018-0807.

(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; phone and fax: 206-231-3229.

(n) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A330-32-3282, Revision 03, dated October 24, 2017.

(ii) Airbus Service Bulletin A340-32-4311, Revision 03, dated October 24, 2017.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office–EAL, Rond-Point Emile Dewoitine No: 2, 31700 Blagnac Cedex, France; phone: +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 July 3, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2019-19-08 Bombardier, Inc.: Amendment 39-19744; Docket No. FAA-2019-0436; Product Identifier 2019-NM-014-AD.

(a) Effective Date

This AD is effective December 17, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., airplanes, certificated in any category, as identified in paragraphs (c)(1) through (4) of this AD.

(1) Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 and subsequent.

(2) Model CL-600-2C10 (Regional Jet Series 700, 701 & 702) airplanes, serial numbers 10002 through 10999 inclusive.

(3) Model CL-600-2D15 (Regional Jet Series 705) and CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15001 through 15990 inclusive.

(4) Model CL-600-2E25 (Regional Jet Series 1000) airplanes, serial numbers 19001 through 19990 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of power control unit (PCU) rod end fractures due to pitting corrosion. The FAA is issuing this AD to address this condition, which, if not detected and corrected, could lead to a disconnect between the PCU and the control surface, resulting in potential loss of the control surface function or inadequate flutter suppression.

(f) Compliance

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

(g) Maintenance or Inspection Program Revision for Certain Airplanes Operating Under the Low Utilization Maintenance Program (LUMP)

(1) For Model CL-600-2B19 airplanes operating under the LUMP: 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 paragraphs (g)(1)(i) through (vi) of this AD. The initial compliance time for accomplishing the actions is within 90 days after the effective date of this AD; or within the applicable interval specified in Section 3–Systems and Powerplant Program, of the Bombardier Model CL-600-2B19 Series 100/200/440 Maintenance Planning Manual, Low Utilization Maintenance Program (MRLUMP-001), CSP A-054-009, Revision 37, dated July 10, 2018 ("MRLUMP-001, Revision 37"); or Section 3–Systems and Powerplant Program, of the Bombardier Model CL-600-2B19 Series 100/200/440 Maintenance Planning Manual, Low Utilization Maintenance Program (MRLUMP-002), CSP A-054-060, Revision 37, dated July 10, 2018 ("MRLUMP-002, Revision 37"), after the effective date of this AD; whichever occurs later.

(i) Task 27-20-00-13, Operational Check of the Rudder Control System, of MRLUMP-001, Revision 37.

(ii) Task 27-23-01-01, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, of MRLUMP-001, Revision 37.

(iii) Task 27-31-00-05, Operational Check of the Elevator Control System, of MRLUMP-001, Revision 37.

(iv) Task 27-20-00-13, Operational Test of the Rudder Control System, of MRLUMP-002, Revision 37.

(v) Task 27-23-01-01, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, of MRLUMP-002, Revision 37.

(vi) Task 27-31-00-05, Operational Test of the Elevator Control System, of MRLUMP-002, Revision 37.

(2) For Model CL-600-2C10 airplanes having serial numbers 10004, 10040, 10043, 10052, 10100, 10164, 10183, 10187, 10204, 10206, 10217, 10247, 10289, 10332, and 10343 operating under the LUMP; and Model CL-600-2D15 and CL-600-2D24 airplanes having serial numbers 15158, 15278, and 15370 operating under the LUMP: 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 paragraphs (g)(2)(i) through (iii) of this AD. The initial compliance time for accomplishing the actions is within 30 days after the effective date of this AD; or within the applicable interval specified in Section 3–Systems/Power Plant Tasks, of the Bombardier Model CL-600-2C10, CL-600-2D15, CL-600-2D24, Series 700/705/900 Maintenance Planning Manual, Low Utilization Maintenance Program (LUMP), CSP BC-116, Revision 15, dated May 25, 2017 ("LUMP, Revision 15"), after the effective date of this AD; whichever occurs later.

(i) Task 27-20-00-106, Operational Test of the Rudder PCUs (Duplicate CMR 27-20-00-106), of LUMP, Revision 15.

(ii) Task 273000-207, Operational Test of the Elevator Power-Control Units (PCUs), of LUMP, Revision 15.

(iii) Task 273000-215, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, of LUMP, Revision 15.

(h) Maintenance or Inspection Program Revision for Certain Airplanes That Are Not Operating Under the LUMP

For Model CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25 airplanes that are not operating under the LUMP: 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 task 273000-207, Operational Check of each Elevator PCU, of Subject 1-27, of Section 1, Systems and Powerplant Program, Volume 1 of Part 1, Maintenance Review Board Report, Revision 18, dated July 25, 2018, of the Bombardier Model CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25 Series 700/705/900/1000 Maintenance Requirements Manual, CSP B-053, ("CSP B-053, Revision 18"). The initial compliance time for accomplishing the actions is within 30 days after the effective date of this AD; or within the applicable interval specified in CSP B-053, Revision 18, after the effective date of this AD; whichever occurs later.

(i) No Alternative Actions or Intervals

After the existing maintenance or inspection program has been revised as required by paragraph (g) or (h) 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 (n)(1) of this AD.

(j) First Inspection of the Elevator PCU Rod End for Certain Airplanes

For Model CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25 airplanes that are not operating under the LUMP, and that have accumulated less than 6,000 total flight hours as of the effective date of this AD: Within the compliance time specified in figure 1 to paragraph (j) of this AD, perform a detailed inspection for pitting and corrosion of the left and right rod ends of the elevator PCUs and to make sure that the spherical ball and inner race of the rod ends move freely, and do all applicable corrective actions, in accordance with paragraph 2.B. of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-074, dated June 22, 2017. Do all applicable corrective actions before further flight.

Figure 1 to paragraph (j) – *First Inspection Compliance Times*

Total Flight Hours as of the Effective Date of this AD	Compliance Time
Less than 800 total flight hours	After the airplane accumulates 1,000 total flight hours, but not to exceed 1,400 total flight hours
800 or more total flight hours and less than 6,000 total flight hours	Within 880 flight hours from the effective date of this AD

(k) Second Inspection of the Elevator PCU Rod End for Certain Airplanes

(1) For Model CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25 airplanes that are not operating under the LUMP, and that have accumulated 2,600 total flight hours or less at the time of the inspection required by paragraph (j) of this AD: Before the accumulation of 3,400 total flight hours, perform an additional detailed inspection for pitting and corrosion of the left and right rod ends of the elevator PCUs and to make sure that the spherical ball and inner race of the rod ends move freely, and do all applicable corrective actions, in accordance with paragraph 2.B. of the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-074, dated June 22, 2017. Do all applicable corrective actions before further flight.

(2) For airplanes that have accumulated more than 2,600 total flight hours at the time of the inspection required by paragraph (j) of this AD: A second inspection is not required.

(l) No Inspection for Certain Airplanes

The requirements of paragraphs (j) and (k) of this AD are not applicable to airplanes that have accumulated 6,000 total flight hours or more as of the effective date of this AD.

(m) Service Information Prohibition for Certain Airplanes

For all Model CL-600-2B19 airplanes: After 30 days from the effective date of this AD, this AD prohibits the use of the aircraft maintenance manual (AMM) tasks specified in paragraphs (m)(1) through (3) of this AD.

(1) Task 10-12-00-550-804, Short-Term Storage Return-to-Service Maintenance Checks, of the Bombardier CL-600-2B19 Series 100/200/440 AMM, CSP A-001, Revision 55, dated April 10, 2017, or earlier revisions of this task.

(2) Task 27-23-01-220-801, Detailed Inspection of the Rudder PCU Rod End Spherical Ball, of the Bombardier CL-600-2B19 Series 100/200/440 AMM, CSP A-001, Revision 54, dated October 10, 2016, or earlier revisions of this task.

(3) Task 27-33-01-220-801, Detailed Inspection of the Elevator PCU Rod End Spherical Ball, of the Bombardier CL-600-2B19 Series 100/200/440 AMM, CSP A-001, Revision 54, dated October 10, 2016, or earlier revisions of this task.

(n) 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.

(o) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2018-29, dated November 2, 2018, for related information, 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-2019-0436.

(2) For more information about this AD, contact Darren Gassetto, Aerospace Engineer, Mechanical Systems and Admin 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.

(p) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 670BA-27-074, dated June 22, 2017.

(ii) Section 3–Systems and Powerplant Program, of the Bombardier Model CL-600-2B19 Series 100/200/440 Maintenance Planning Manual, Low Utilization Maintenance Program (MRLUMP-001), CSP A-054-009, Revision 37, dated July 10, 2018.

(A) Task 27-20-00-13, Operational Check of the Rudder Control System.

(B) Task 27-23-01-01, Detailed Inspection of the Rudder PCU Rod End Spherical Ball.

(C) Task 27-31-00-05, Operational Check of the Elevator Control System.

(iii) Section 3–Systems and Powerplant Program, of the Bombardier Model CL-600-2B19 Series 100/200/440 Maintenance Planning Manual, Low Utilization Maintenance Program (MRLUMP-002), CSP A-054-060, Revision 37, dated July 10, 2018.

(A) Task 27-20-00-13, Operational Test of the Rudder Control System.

(B) Task 27-23-01-01, Detailed Inspection of the Rudder PCU Rod End Spherical Ball.

(C) Task 27-31-00-05, Operational Test of the Elevator Control System.

(iv) Section 3–Systems/Power Plant Tasks, of the Bombardier Model CL-600-2C10, CL-600-2D15, CL-600-2D24, Series 700/705/900 Maintenance Planning Manual, Low Utilization Maintenance Program (LUMP), CSP BC-116, Revision 15, dated May 25, 2017.

(A) Task 27-20-00-106, Operational Test of the Rudder PCUs (Duplicate CMR 27-20-00-106).

(B) Task 273000-207, Operational Test of the Elevator Power-Control Units (PCUs).

(C) Task 273000-215, Detailed Inspection of the Elevator PCU Rod End Spherical Ball.

(v) Task 273000-207, Operational Check of each Elevator PCU, of Subject 1-27, of Section 1, Systems and Powerplant Program, Volume 1 of Part 1, Maintenance Review Board Report, Revision 18, dated July 25, 2018, of the Bombardier Model CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25 Series 700/705/900/1000 Maintenance Requirements Manual, CSP B-053.

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

Issued in Des Moines, Washington, on September 19, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division,

Aircraft Certification Service.

2019-20-04 Airbus SAS: Amendment 39-19757; Docket No. FAA-2019-0485; Product Identifier 2019-NM-064-AD.

(a) Effective Date

This AD is effective December 18, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A330-243, A330-243F, A330-341, A330-342, and A330-343 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 78, Engine exhaust.

(e) Reason

This AD was prompted by reports of thrust reverser unit (TRU) beams found with evidence of thermally caused material degradation in the rearmost section of the TRU beam at certain latches. The FAA is issuing this AD to address degradation of TRU beams, which could lead to disconnection of the TRU from the engine, causing possible damage to the engine adjacent structure and controls and possible damage to 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, European Union Aviation Safety Agency (EASA) AD 2018-0148R1, dated April 5, 2019 ("EASA AD 2018-0148R1").

(h) Exceptions to EASA AD 2018-0148R1

(1) Where EASA AD 2018-0148R1 refers to its effective date, or July 27, 2018 (the effective date of EASA AD 2018-0148, dated July 13, 2018), this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2018-0148R1 does not apply to this AD.

(3) Where the service information referenced in EASA AD 2018-0148R1 specifies the installation of AN960 washers, this AD allows the installation of NAS1149 series washers.

(4) Where the service information referenced in EASA AD 2018-0148R1 specifies the installation of NAS6303U04 bolts, this AD allows the installation of NAS6303U4 bolts.

(5) Where the service information referenced in EASA AD 2018-0148R1 specifies the use of NAS5050-4C nuts, this AD allows the use of NSA5050-4C nuts.

(6) Where the service information referenced in EASA AD 2018-0148R1 refers to “Rolls Royce SRM 54-02-04” for paint restoration, for this AD replace the phrase “Rolls Royce SRM 54-02-04” with “Airbus SRM 51-75.”

(7) Where the service information referenced in EASA AD 2018-0148R1 refers to “CMM 78-30-20 Figure 38 Graphic 78-30-20-991-838-A01” for replacement of damaged right-hand thrust reverser latch covers and hardware, for this AD replace the phrase “CMM 78-30-20 Figure 38 Graphic 78-30-20-991-838-A01” with “CMM 78-30-20 Figure 39 Graphic 78-30-20-991-839-A01.”

(8) Where the service information referenced in EASA AD 2018-0148R1 specifies to de-energize the ground service network, as specified in aircraft maintenance manual (AMM) 24-42-00, before closing the fan cowl doors, this AD allows de-energizing the ground service network after closing the fan cowl doors.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0148R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 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 2018-0148R1 that contains RC procedures and tests: Except as required by paragraph (j)(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.

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2018-0148R1, dated April 5, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2018-0148R1, 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-2019-0485.

(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 September 27, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division, Aircraft Certification Service.
[FR Doc. 2019-24502 Filed 11-12-19; 8:45 am]

2019-20-10 Airbus SAS: Amendment 39-19763; Docket No. FAA-2019-0254; Product Identifier 2019-NM-011-AD.

(a) Effective Date

This AD is effective December 18, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus SAS airplanes specified in paragraphs (c)(1) through (4) of this AD, certificated in any category, as identified in European Aviation Safety Agency (EASA) AD 2018-0289, dated December 21, 2018 ("EASA AD 2018-0289").

(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 53, Fuselage.

(e) Reason

This AD was prompted by a report that cracks were detected on frame (FR) 16 and FR 20 web holes and passenger door intercostal fitting holes at the door stop fitting locations. The FAA is issuing this AD to address such cracking, which could affect the 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 2018-0289.

(h) Exceptions to EASA AD 2018-0289

(1) For purposes of determining compliance with the requirements of this AD: Where EASA AD 2018-0289 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2018-0289 does not apply to this AD.

(3) Where Table 1 of EASA AD 2018-0289 refers to a compliance time “after 31 May 2017,” this AD requires using a compliance time after May 31, 2018 (the effective date of task 531103-01-1 in “ALS Part 2 rev. 6”).

(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 2018-0289 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; telephone 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 2018-0289, dated December 21, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0289, 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. EASA AD 2018-0289 may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2019-0254.

(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 October 18, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division, Aircraft Certification Service.
[FR Doc. 2019-24508 Filed 11-12-19; 8:45 am]

2019-21-03 Bombardier, Inc.: Amendment 39-19769; Docket No. FAA-2019-0582; Product Identifier 2019-NM-034-AD.

(a) Effective Date

This AD is effective December 18, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bombardier, Inc., airplanes, certificated in any category, identified in paragraphs (c)(1) through (3) of this AD.

(1) Model CL-600-1A11 (600), serial numbers 1001 through 1085 inclusive.

(2) Model CL-600-2A12 (601), serial numbers 3001 through 3066 inclusive.

(3) Model CL-600-2B16 (601-3A and 601-3R Variants), serial numbers 5001 through 5194 inclusive.

(d) Subject

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

(e) Reason

This AD was prompted by reports of the loss of all air data system information provided to the flightcrew, which was caused by icing at high altitudes. The FAA is issuing this AD to address the loss of all air data system information provided to the flightcrew. If not addressed, this condition may adversely affect continued safe flight and landing.

(f) Compliance

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

(g) Revision of the Airplane Flight Manual (AFM)

Within 30 days after the effective date of this AD: Revise the Emergency Procedures section of the existing AFM to include the information in the “Unreliable Airspeed Procedure,” specified in Unreliable Airspeed, of the applicable AFM specified in figure 1 to paragraph (g) of this AD.

Figure 1 to paragraph (g) – *AFM Revisions*

Airplane Serial Numbers	AFM	AFM Revision	Issue Date
CL-600-1A11 (600) serial numbers 1001 through 1085 inclusive for non-winglets	Canadair Challenger CL-600-1A11 AFM, RAG-600-101, Issue 2, Product Publication 600	Revision A111	August 31, 2018
CL-600-1A11 (600) serial numbers 1001 through 1085 inclusive for winglets	Canadair Challenger CL-600-1A11 (Winglets) AFM, RAG-600-101, Issue 2, Product Support Publication (PSP) 600-1	Revision 103	August 31, 2018
CL-600-2A12 (601) serial numbers 3001 through 3066 inclusive	Canadair Challenger CL-600-2A12 AFM, PSP 601-1A	Revision 120	August 31, 2018
CL-600-2A12 (601) serial numbers 3001 through 3066 inclusive with Bombardier Service Bulletin 601-0360 incorporated	Canadair Challenger CL-600-2A12 AFM, PSP 601-1A-1	Revision 79	August 31, 2018
CL-600-2A12 (601) serial numbers 3001 through 3066 inclusive with -3A engines	Canadair Challenger CL-600-2A12 AFM, PSP 601-1B	Revision 83	August 31, 2018
CL-600-2A12 (601) serial numbers 3001 through 3066 inclusive with -3A engines and Bombardier Service Bulletin 601-0360 incorporated	Canadair Challenger CL-600-2A12 AFM, PSP 601-1B-1	Revision 81	August 31, 2018
CL-600-2B16 (601-3A and 601-3R Variants) serial numbers 5001 through 5194 inclusive	Canadair Challenger CL-600-2B16 AFM, PSP 601A-1	Revision 103	August 31, 2018
CL-600-2B16 (601-3A and 601-3R Variants) serial numbers 5001 through 5194 inclusive with Bombardier Service Bulletin 601-0360 incorporated	Canadair Challenger CL-600-2B16 AFM, PSP 601A-1-1	Revision 92	August 31, 2018

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to ATTN: Program Manager, Continuing Operational Safety, FAA, New

York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7300; fax 516-794-5531. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2018-36, dated December 27, 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-2019-0582.

(2) For more information about this AD, contact Thomas Niczky, Aerospace Engineer, Avionics and Electrical Systems Services Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7347; fax 516-794-5531; email 9-avs-nyaco-cos@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 this AD specifies otherwise.

(i) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-1A11 Airplane Flight Manual (AFM), RAG-600-101, Issue 2, Product Publication 600, Revision A111, dated August 31, 2018.

(ii) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-1A11 (Winglets) AFM, RAG-600-101, Issue 2, Product Support Publication (PSP) 600-1, Revision 103, dated August 31, 2018.

(iii) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-2A12 AFM, PSP 601-1A, Revision 120, dated August 31, 2018.

(iv) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-2A12 AFM, PSP 601-1A-1, Revision 79, dated August 31, 2018.

(v) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-2A12 AFM, PSP 601-1B, Revision 83, dated August 31, 2018.

(vi) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-2A12 AFM, PSP 601-1B-1, Revision 81, dated August 31, 2018.

(vii) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-2B16 AFM, PSP 601A-1, Revision 103, dated August 31, 2018.

(viii) “Unreliable Airspeed Procedure,” from Unreliable Airspeed, in the Emergency Procedures section, of the Canadair Challenger CL-600-2B16 AFM, PSP 601A- 1-1, Revision 92, dated August 31, 2018.

(3) For service information identified in this AD, contact Bombardier, Inc., 200 Côte-Vertu Road West, Dorval, Québec H4S 2A3, Canada; North America toll-free telephone 1-866-538-1247 or

direct-dial telephone 1-514-855-2999; email ac.yul@aero.bombardier.com; internet https://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, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Des Moines, Washington, on October 18, 2019.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2019-24506 Filed 11-12-19; 8:45 am]

2019-21-09 Aviointeriors S.p.A.: Amendment 39-19775; Docket No. FAA-2019-0557; Product Identifier 2019-NE-17-AD.

(a) Effective Date

This AD is effective December 18, 2019.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Aviointeriors S.p.A. (Aviointeriors) Centaurus Economy Class 13E, 13H, and 13K passenger seats with a seat part number (P/N) listed in Figure 1 to paragraph (c)(1) of this AD, with life vest pouch, P/N 313907100004, installed.

Figure 1 to Paragraph (c)(1) – Passenger Seat P/Ns

Seat Type	Passenger Seat P/Ns		
13E	13EA5Z5204JV	13EA9Z5506JV	13EG7Z1204RV
	13EA5Z5203JV	13EG5Z1204RV	13EG6Z5703RV
	13EA5Z5304JV	13EG5Z1203RV	13EG6Z5704RV
	13EA5Z5303JV	13EG5Z5204RV	13EG2Z5203RV
	13EA6Z5404JV	13EG5Z5203RV	13EG2Z5204RV
	13EA6Z5403JV	13EG5Z5304RV	13EG9Z5506RV
	13EA7Z5204JV	13EG5Z5303RV	13EG8Z5704RV
	13EA7Z5203JV	13EG7Z5204RV	13EG8Z5703RV
	13EA8Z5404JV	13EG7Z5203RV	13EG5Z5207RV
	13EA8Z5403JV	13EG4Z5506RV	13EG5Z5208RV
	13EA4Z5506JV	13EG9Z5610RV	13EG6Z5404RV
	13EA9Z5610JV	13EF4Z5509RV	13EG6Z5403RV
	13EC4Z5509JV	13EF3Z5506RV	13EG8Z5404RV
	13EC3Z5506JV	13EG7Z1203RV	13EG8Z5403RV
13H	13HR1Z5222JV	13HR5Z1203RV	13HR6Z5203RV
	13HR1Z5221JV	13HR5Z5222RV	13HR6Z5204RV
	13HR2Z5123JV	13HR5Z5221RV	
	13HR5Z1204RV	13HR4Z5123RV	
13K	13KA5Z5208JV	13KG5Z5208RV	
	13KA5Z5207JV	13KG5Z5207RV	

(2) These appliances are installed on, but not limited to, Boeing 777-200 and 777-300 airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 2561, Life Jacket.

(e) Unsafe Condition

This AD was prompted by reports of life vest pouches installed incorrectly on certain seats. The FAA is issuing this AD to prevent the life vest from failing to extract from the pouch during an emergency. The unsafe condition, if not addressed, could result in having to evacuate the airplane without a life vest, possibly resulting in injury or death to passengers.

(f) Compliance

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

(g) Required Actions

(1) Within three months or 600 flight hours after the effective date of this AD, whichever occurs first, inspect the affected seat life vest pouch assembly using Paragraph 2, Life Vest Inspection, of Aviointeriors Mandatory Service Bulletin (MSB) No. 16/18, Rev. 1, dated October 11, 2018, or Paragraph 2, Life Vest Pouches Inspection, Aviointeriors Optional SB (OSB) No. 18/18, Rev. 2, dated March 11, 2019.

(2) If, during the inspection required by paragraph (g)(1) of this AD, a life vest pouch velcro strip is found damaged or worn, before further flight, remove the life vest pouch from service and replace it with a part eligible for installation using Paragraphs 3 through 5, inclusive, of Aviointeriors MSB No. 16/18, Rev. 1, dated October 11, 2018, or Aviointeriors OSB No. 18/18, Rev. 2, dated March 11, 2019.

(3) If, during the inspection required by paragraph (g)(1) of this AD, a life vest pouch installation is not found acceptable, as defined in Paragraph 2 of Aviointeriors MSB No. 16/18, Rev. 1, dated October 11, 2018, or Aviointeriors OSB No. 18/18, Rev. 2, dated March 11, 2019, before further flight, remove the life vest pouch from service and replace it with a part eligible for installation using Paragraphs 3 through 5, inclusive, of Aviointeriors MSB No. 16/18, Rev. 1, dated October 11, 2018, or Aviointeriors OSB No. 18/18, Rev. 2, dated March 11, 2019.

(h) Installation Prohibition

After the effective date of this AD, do not install an Aviointeriors Centaurus Economy Class passenger seat with a P/N identified in paragraph (c) of this AD unless the affected seat life vest pouch assembly has been inspected in accordance with paragraph (g)(1) of this AD, and depending on the finding, replaced with a part eligible for installation.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For more information about this AD, contact Dorie Resnik, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7693; fax: 781-238-7199; email: dorie.resnik@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0264R1, dated April 4, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2019-0557.

(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) Aviointeriors Mandatory Service Bulletin No. 16/18, Rev. 1, dated October 11, 2018, and

(ii) Aviointeriors Optional Service Bulletin No. 18/18, Rev. 2, dated March 11, 2019.

(3) For Aviointeriors service information identified in this AD, contact Aviointeriors S.p.A., Customer Support, Via Appia Km. 66,4; 04013 Latina, Italy; phone: +39 0773 6891; fax: +39 0773 631546; email: customer-support@aviointeriors.it; internet: http://www.aviointeriors.it.

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

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

Issued in Burlington, Massachusetts, on October 24, 2019.

Karen M. Grant,

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

[FR Doc. 2019-24512 Filed 11-12-19; 8:45 am]

2019-21-10 Airbus SAS: Amendment 39-19776; Docket No. FAA-2019-0400; Product Identifier 2019-NM-022-AD.

(a) Effective Date

This AD is effective December 24, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus SAS Model A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, and A321-232 airplanes, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a quality control review, which determined that the wrong aluminum alloy was used to manufacture several structural parts. The FAA is issuing this AD to address structural parts made of incorrect aluminum alloy, which could result in reduced structural integrity of the outer flaps and reduced controllability 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, European Aviation Safety Agency (EASA) AD 2019-0012, dated January 24, 2019 ("EASA AD 2019-0012").

(h) Exceptions to EASA AD 2019-0012

(1) Where EASA AD 2019-0012 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2019-0012 does not apply to this AD.

(3) Where paragraph (5) of EASA AD 2019-0012 mandates a parts installation limitation, this AD requires the following parts installation limitation: From the effective date of this AD, only serviceable parts as defined in EASA AD 2019-0012 are allowed to be installed on any airplane.

(4) Where any service information referenced in EASA AD 2019-0012 specifies reporting, this AD requires reporting all inspection results at the applicable time specified in paragraph (h)(4)(i) or (ii) of this AD. If operators have reported findings as part of obtaining any corrective actions approved by Airbus SAS's EASA Design Organization Approval (DOA), operators are not required to report those findings as specified in this paragraph.

(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 90 days after the effective date of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Section, Transport Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Section, send it to the attention of the person identified in paragraph (j) 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 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 2019-0012 that contains RC procedures and tests: Except as required by paragraphs (h)(4) and (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.

(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 as required by this AD; the nature and extent of confidentiality to be provided, if any. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(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; telephone 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 2019-0012, dated January 24, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019-0012, 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-2019-0400.

(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 1, 2019.
Jeffrey E. Duven,
Director, System Oversight Division,
Aircraft Certification Service.

2019-21-13 Airbus SAS: Amendment 39-19779; Docket No. FAA-2019-0439; Product Identifier 2019-NM-037-AD.

(a) Effective Date

This AD is effective December 18, 2019.

(b) Affected ADs

This AD replaces 2012-22-18, Amendment 39-17256 (77 FR 70366, November 26, 2012) ("AD 2012-22-18").

(c) Applicability

This AD applies to all Airbus SAS Model A330-243, -243F, -341, -342, and -343 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 71, Powerplant.

(e) Reason

This AD was prompted by reports of extensive damage to engine air inlet (intake) cowls as a result of acoustic panel collapse and by additional reports of engine air inlet cowl collapse since AD 2012-22-18 was issued. The FAA is issuing this AD to address disbonding, which could result in detachment of the engine air inlet cowl from the engine, leading to ingestion of parts, which could cause failure of the engine, and possible injury to persons on the ground.

(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, European Union Aviation Safety Agency (EASA) AD 2019-0042, dated February 27, 2019 ("EASA AD 2019-0042").

(h) Exceptions to EASA AD 2019-0042

(1) Where EASA AD 2019-0042 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2019-0042 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0042 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 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 2019-0042 that contains RC procedures and tests: Except as required by paragraph (j)(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.

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on December 18, 2019.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0042, dated February 27, 2019.

(ii) [Reserved]

(4) For information about EASA AD 2019-0042, 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.

(5) 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-2019-0439.

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

Issued in Des Moines, Washington, on October 28, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division, Aircraft Certification Service.
[FR Doc. 2019-24507 Filed 11-12-19; 8:45 am]

2019-21-51 General Electric Company: Amendment 39-19798; Docket No. FAA-2019-0894; Product Identifier 2019-NE-32-AD.

(a) Effective Date

This AD is effective December 6, 2019 to all persons except those persons to whom it was made immediately effective by Emergency AD 2019-21-51, issued on October 23, 2019, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all General Electric Company (GE) GE90-115B model turbofan engines with engine serial numbers 907451, 907464, 907504, 907564, 907574, 907599, 907601, and 907618.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a recent event involving an uncontained high-pressure turbine (HPT) failure, resulting in an aborted takeoff, debris penetrating the aircraft's fuselage and the other engine. The FAA is issuing this AD to prevent failure of the HPT. The unsafe condition, if not addressed, could result in uncontained HPT failure, release of high-energy debris, damage to the engine, damage to the airplane, and loss of the airplane.

(f) Compliance

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

(g) Required Action

Within 25 flight cycles after the effective date of this AD, remove from service the Interstage Seal, part number 2505M72P01 with serial numbers GWN0TCL3, NCE062LD, NCE254LC, NCE314KU, NCE374LB, NCE527KT, NCE777LD, or NCE994KW.

Note 1 to paragraph (g): GE Alert Service Bulletin GE90-100 S/B 72-A0826, dated October 23, 2019, contains guidance for replacing the Interstage Seal.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

For more information about this AD, contact Herman Mak, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7147; fax: 781-238-7199; Email: herman.mak@faa.gov.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on November 14, 2019.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2019-22-01 The Boeing Company: Amendment 39-19780; Docket No. FAA-2019-0583; Product Identifier 2019-NM-063-AD.

(a) Effective Date

This AD is effective December 17, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 787-8 airplanes, certificated in any category, as identified in Boeing Alert Requirements Bulletin B787-81205-SB570036-00 RB, Issue 001, dated December 14, 2018.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of an escapement from the wing spar terminal fitting supplier indicating that the engineering requirements provided by Boeing for controlling machine mismatch were incorrect for part faying surfaces, which can result in a reduced fatigue capability at the interface of the side of body (SOB) rib. The FAA is issuing this AD to address fatigue cracks in the left and right SOB rib webs common to the front and rear wing spar terminal fittings. Undetected fatigue cracks can grow to weaken primary wing structure where it cannot sustain limit load, which could adversely affect the structural integrity of the airplane.

(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 B787-81205-SB570036-00 RB, Issue 001, dated December 14, 2018, do all applicable actions identified in, and in accordance with, the Accomplishment Instructions of Boeing Alert Requirements Bulletin B787-81205-SB570036-00 RB, Issue 001, dated December 14, 2018.

Note 1 to paragraph (g): Guidance for accomplishing the actions required by this AD can be found in Boeing Alert Service Bulletin B787-81205-SB570036-00, Issue 001, dated December 14, 2018, which is referred to in Boeing Alert Requirements Bulletin B787-81205-SB570036-00 RB, Issue 001, dated December 14, 2018.

(h) Exception to Service Information Specifications

Where Boeing Alert Requirements Bulletin B787-81205-SB570036-00 RB, Issue 001, dated December 14, 2018, 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, Seattle ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(j) Related Information

For more information about this AD, contact Allen Rauschendorfer, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3528; email: Allen.Rauschendorfer@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 B787-81205-SB570036-00 RB, Issue 001, dated December 14, 2018.

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

Issued in Des Moines, Washington, on October 29, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division, Aircraft Certification Service.
[FR Doc. 2019-24501 Filed 11-8-19; 8:45 am]

2019-22-04 Airbus SAS: Amendment 39-19783; Docket No. FAA-2019-0258; Product Identifier 2018-NM-134-AD.

(a) Effective Date

This AD is effective December 24, 2019.

(b) Affected ADs

This AD replaces AD 96-25-04, Amendment 39-9846 (61 FR 66881, December 19, 1996) ("AD 96-25-04").

(c) Applicability

This AD applies to Airbus SAS Model A320-211, -212, and -231 airplanes, certificated in any category, as identified in European Aviation Safety Agency (EASA) AD 2018-0200, dated September 6, 2018 ("EASA AD 2018-0200").

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical power.

(e) Reason

This AD was prompted by a report that electrical short-circuiting could occur in the wire bundles in the wing, horizontal stabilizer, or main landing gear (MLG) bays. This AD was also prompted by a determination that there were issues with protective sleeves previously installed as specified in AD 96-25-04. The FAA is issuing this AD to address electrical short circuiting due to chafing of the wire bundles in the wing, horizontal stabilizer, or MLG bay, which could result in a fire.

(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 2018-0200.

(h) Exceptions to EASA AD 2018-0200

(1) Where EASA AD 2018-0200 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2018-0200 refers to “the effective date of DGAC France AD 91-182-020 at original issue” or refers to “the effective date of DGAC France AD 91-182-020 at Rev.2,” this AD requires using January 27, 1997 (the effective date of AD 96-25-04).

(3) The “Remarks” section of EASA AD 2018-0200 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 2018-0200 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; telephone 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.

(3) The following service information was approved for IBR on December 24, 2019.

(i) European Aviation Safety Agency (EASA) AD 2018-0200, dated September 6, 2018.

(ii) [Reserved]

(4) For information about EASA AD 2018-0200, 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.

(5) 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-2019-0258.

(6) 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 5, 2019.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.

2019-22-05 General Electric Company: Amendment 39-19784; Docket No. FAA-2019-0394; Product Identifier 2017-NE-36-AD.

(a) Effective Date

This AD is effective December 23, 2019.

(b) Affected ADs

This AD replaces AD 2017-23-06, Amendment 39-19100 (82 FR 52830, November 15, 2017).

(c) Applicability

This AD applies to all General Electric Company (GE) CF34-8C1, CF34-8C5, CF34-8C5A1, CF34-8C5B1, CF34-8C5A2, and CF34-8C5A3 model turbofan engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7531, Compressor bleed governor.

(e) Unsafe Condition

This AD was prompted by multiple engine fires that have occurred as a result of malfunctions related to the operability bleed valve (OBV). The FAA is issuing this AD to prevent failure of the OBV. The unsafe condition, if not addressed, could result in engine fire and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For CF34-8C1, CF34-8C5, CF34-8C5A1, and CF34-8C5B1 model turbofan engines with serial numbers (S/Ns): 965101 through 965670 inclusive; 194101 through 194999 inclusive; and 195101 through 195653 inclusive:

(i) Perform an inspection of the OBV bleed air manifold link rod assemblies and the OBV fuel fittings within 500 flight hours after November 30, 2017 (effective date of AD 2017-23-06), or before next flight after the effective date of this AD, whichever occurs later.

(ii) Within 880 flight hours since the previous inspection, 500 flight hours from the effective date of this AD, or 6,880 flight hours since new, whichever occurs later, inspect the OBV bleed air manifold link rod assemblies, the OBV fuel fittings, and the OBV fuel tubes.

(iii) Thereafter, perform additional repeat inspections of the OBV bleed air manifold link rod assemblies, the OBV fuel fittings, and the OBV fuel tubes within every 880 flight hours since the previous inspection.

(iv) Use the Accomplishment Instructions, Paragraph 3.B., of GE CF34-8C S/B 75-0020, R04, dated May 10, 2019 ("the SB"), to perform the inspections in paragraphs (g)(1)(i) through (iii) of this AD and, per the criteria for the results of inspections in Paragraph 3.B. of the SB, do the following:

(A) Replace any OBV or fuel tube that is leaking and tighten or replace any loose OBV fuel tube clamps with a part eligible for installation before further flight.

(B) Replace any worn OBV link rod assembly hardware within 50 flight cycles after the inspection required by paragraphs (g)(1)(i), (ii), or (iii) of this AD. The engine can be returned to service each day for up to the 50 flight cycles if the OBV fittings are inspected each day for fuel leaks and looseness and, if they do not require removal based on the criteria in Table 1, "OBV Inspection," of GE SB CF34-8C S/B 75-0020, R04, dated May 10, 2019.

(2) For CF34-8C5B1 model turbofan engines with S/Ns not listed in paragraph (g)(1) of this AD and for all CF34-8C5A2 and CF34-8C5A3 model turbofan engines, perform the following:

(i) For engines with 6,000 flight hours or more since new on the effective date of this AD, perform an initial inspection of the OBV bleed air manifold link rod assemblies, OBV fuel fittings, and OBV fuel tubes within 880 flight hours after the effective date of this AD.

(ii) For engines with less than 6,000 flight hours since new on the effective date of this AD, perform an initial inspection of the OBV bleed air manifold link rod assemblies, OBV fuel fittings, and OBV fuel tubes within 880 flight hours time in service or 6,880 flight hours since new, whichever occurs later.

(iii) Thereafter, repeat the inspection of the OBV bleed air manifold link rod assemblies, OBV fuel fittings, and OBV fuel tubes within 880 flight hours since the last inspection.

(iv) Use the Accomplishment Instructions, Paragraph 3.B., of GE CF34-8C S/B 75-0020, R04, dated May 10, 2019, to perform the inspections in paragraphs (g)(2)(i) through (iii) of this AD.

(v) Replace any parts according to the criteria in paragraph (g)(1)(iv) of this AD after the inspection required by paragraphs (g)(2)(i), (ii), or (iii) of this AD.

(3) For all affected engines, the reporting instructions in GE SB CF34-8C S/B 75-0020, R04, dated May 10, 2019, are not required by this AD.

(h) Credit for Previous Actions

(1) For engines identified in paragraph (g)(1) of this AD, you may take credit for the inspection of the OBV bleed air manifold link rod assemblies and the OBV fuel fittings required by paragraph (g)(1)(i) of this AD if you performed this inspection before November 30, 2017 (the effective date of AD 2017-23-06) using GE SB CF34-8C SB 75-0019, Revision 01, dated October 24, 2017, or R00, dated August 4, 2017.

(2) For all affected engines, you may take credit for the inspection of the OBV bleed air manifold link rod assemblies and the OBV fuel fittings required by paragraph (g)(1)(i) or (g)(2)(i) of this AD if you performed this inspection before the effective date of this AD using GE SB CF34-8C SB 75-0020, Revision 03, dated December 14, 2018.

(3) You are still required to perform the repeat inspections and any replacements, as needed, required by paragraphs (g)(1)(ii) through (g)(1)(iv) of this AD.

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

(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) General Electric Company (GE) Service Bulletin CF34-8C SB 75-0020, R04, dated May 10, 2019.

(ii) [Reserved]

(3) For GE service information identified in this AD, contact General Electric Company, GE-Aviation, Room 285, 1 Neumann Way, Cincinnati, OH 45215, phone: 513-552-3272; fax: 513-552-3329; email: geae.aoc@ge.com.

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

(5) You may view this service information 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 Burlington, Massachusetts, on November 6, 2019.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.

2019-22-10 The Boeing Company: Amendment 39-19789; Docket No. FAA-2019-0866; Product Identifier 2019-NM-174-AD.

(a) Effective Date

This AD is effective November 13, 2019.

(b) Affected ADs

This AD replaces AD 2019-20-02, Amendment 39-19755 (84 FR 52754, October 3, 2019) ("AD 2019-20-02").

(c) Applicability

This AD applies to all The Boeing Company Model 737-600, -700, -700C, -800, -900, and -900ER series airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracking discovered in the left- and right-hand side outboard chords of the station (STA) 663.75 frame fittings and failsafe straps adjacent to the stringer S-18A straps and a determination that the area inspected by AD 2019-20-02 needs to be expanded. The FAA is issuing this AD to address cracking in the STA 663.75 frame fitting outboard chords and failsafe straps adjacent to the stringer S-18A straps, which could result in failure of a Principal Structural Element (PSE) to sustain limit load. This condition could adversely affect the structural integrity of the airplane and result in loss of control of the airplane.

(f) Compliance

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

(g) Retained Inspection and Corrective Action, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2019-20-02, with no changes. At the earlier of the times specified in paragraphs (g)(1) and (2) of this AD: Do a detailed inspection for cracking of the left- and right-hand side outboard chords of the STA 663.75 frame fittings and failsafe straps adjacent to the stringer S-18A straps, in accordance with Boeing Multi-Operator Message MOM-MOM-19-0536-01B, dated September 30, 2019. If any crack is found, repair before further flight using a method approved in accordance with the procedures specified in paragraph (n)

of this AD. Repeat the inspection thereafter at intervals not to exceed 3,500 flight cycles until the initial inspection required by paragraph (i) of this AD is done.

(1) Prior to the accumulation of 30,000 total flight cycles, or within 7 days after October 3, 2019 (the effective date of AD 2019-20-02), whichever occurs later.

(2) Prior to the accumulation of 22,600 total flight cycles, or within 1,000 flight cycles after October 3, 2019 (the effective date of AD 2019-20-02), whichever occurs later.

(h) Retained Reporting Requirement With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2019-20-02, with no changes. At the applicable time specified in paragraph (h)(1) or (2) of this AD, submit a report of all findings, positive and negative, of the initial inspection required by paragraph (g) of this AD. Submit the report in accordance with Boeing Multi-Operator Message MOM-MOM-19-0536-01B, dated September 30, 2019.

(1) If the inspection was done on or after October 3, 3019 (the effective date of AD 2019-20-02): Submit the report within 3 days after the inspection.

(2) If the inspection was done before October 3, 2019 (the effective date of AD 2019-20-02): Submit the report within 3 days after October 3, 2019.

(i) New Inspection and Corrective Action

Except as specified in paragraph (j) of this AD: At the applicable initial compliance time specified in Table 1 of "Ref F" of Boeing Multi-Operator Message MOM-MOM-19-0623-01B, dated November 5, 2019, do a detailed inspection of the left- and right-hand side outboard chords of the STA 663.75 frame fittings and failsafe straps around eight fasteners adjacent to the stringer S-18A straps, in accordance with Boeing Multi-Operator Message MOM-MOM-19-0623-01B, dated November 5, 2019. If any crack is found, repair before further flight using a method approved in accordance with the procedures specified in paragraph (n) of this AD. Repeat the inspection thereafter at the intervals specified in Table 1 of "Ref F" of Boeing Multi-Operator Message MOM-MOM-19-0623-01B, dated November 5, 2019. Accomplishing the initial inspection required by this paragraph terminates the inspections required by paragraph (g) of this AD.

(j) Exception to Service Information Specifications

Where Table 1 of "Ref F" of Boeing Multi-Operator Message MOM-MOM-19-0623-01B, dated November 5, 2019, uses the phrase "the original issue date of MOM-MOM-19-0623-01B," this AD requires using "the effective date of this AD."

(k) New Reporting Requirement

At the applicable time specified in paragraph (k)(1) or (2) of this AD, submit a report of all findings, positive and negative, of the initial inspection required by paragraph (i) of this AD. Submit the report in accordance with Boeing Multi-Operator Message MOM-MOM-19-0623-01B, dated November 5, 2019.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 3 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 3 days after the effective date of this AD.

(l) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the airplane can be repaired if any crack is found, provided the Manager, Seattle ACO Branch, FAA, concurs with issuance of the special flight permit. Send requests for concurrence by email to 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(m) 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, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory as required by this AD; the nature and extent of confidentiality to be provided, if any. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(n) 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 (o) of this AD. Information may be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

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

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

(4) AMOCs approved previously for AD 2019-20-02 are approved as AMOCs for the corresponding provisions of this AD.

(o) Related Information

For more information about this AD, contact Greg Rutar, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3529; email: Greg.Rutar@faa.gov.

(p) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on November 13, 2019.

(i) Boeing Multi-Operator Message MOM-MOM-19-0623-01B, dated November 5, 2019.

(ii) [Reserved]

(4) The following service information was approved for IBR on October 3, 2019 (84 FR 52754, October 3, 2019).

(i) Boeing Multi-Operator Message MOM-MOM-19-0536-01B, dated September 30, 2019.

(ii) [Reserved]

(5) 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.

(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.

[FR Doc. 2019-24716 Filed 11-12-19; 8:45 am]