

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

LARGE AIRCRAFT

BIWEEKLY 2018-04

2/5/2018 - 2/18/2018



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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LARGE AIRCRAFT

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

Biweekly 2018-01

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

Biweekly 2018-02

2018-01-07		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F airplanes
2018-01-08		The Boeing Company	737-100, -200, -200C, -300, -400, and -500 series airplanes
2018-01-09	R 95-25-02	Fokker Services B.V.	F28 Mark 0100 series airplanes
2018-01-10	R 2011-14-10	Airbus	A330-342 airplanes
2018-01-11		Airbus	A319-115 and A319-133 airplanes
2018-02-03		Fokker Services B.V.	F28 Mark 0070 and Mark 0100 series airplanes
2018-02-06		Dassault Aviation	FALCON 7X, FALCON 2000EX, FALCON 900EX airplanes

Biweekly 2018-03

2018-02-09	R 2008-06-20 R1	Fokker Services B.V.	F28 Mark 1000, 2000, 3000, and 4000 airplanes
2018-02-10		Pratt & Whitney Division	PW4074, PW4074D, PW4077, PW4077D, PW4084D, PW4090, and PW4090-3 turbofan engines
2018-02-11		Airbus	A330-301, -321, -322 and A330-342 airplanes
2018-02-12	R 2016-02-01	Airbus	A320-211, -212, and -231 airplanes
2018-02-15	S 2007-08-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2018-02-16		Bombardier, Inc.	DHC-8-400, -401, and -402 airplanes

Biweekly 2018-04

2018-02-17	R 2012-12-12 R 2013-16-26	Airbus	A330, A340 airplanes
2018-02-18		Airbus	A318, A319, A320, A321 airplanes
2018-02-20		The Boeing Company	777-200, -200LR, -300, and -300ER series airplanes
2018-03-02		328 Support Services GmbH	328-300 airplanes
2018-03-04		Rosemount Aerospace, Inc.	Model 851AK pitot probes
2018-03-06	R 2015-02-18	Airbus	A330-201, -202, -203, -301, -302, and -303 airplanes
2018-03-07		Airbus	A330-202, -203, -223, and -243; A340-211, -212, -311, and -313 airplanes
2018-03-08	R 2005-19-28	Airbus	A330-301, -321, -322, and -342; A340-211, -212, -213, -311, -312, and -313 airplanes
2018-03-09		Airbus	A321-211 and -231 airplanes
2018-03-10		The Boeing Company	757-300 series airplanes
2018-03-11		Bombardier, Inc.	CL-600-2C10, -2D15, -2D24, -2E25 airplanes
2018-03-12		Airbus	A318, A319, A320, A321 airplanes
2018-03-13		General Electric Company	CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C and CT7-9C3 model turboprop engines
2018-03-19		Dassault Aviation	FALCON 7X airplanes,
2018-03-20		Airbus	A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes
2018-03-21		Airbus	A330-202, -203, -223, and -243 airplanes
2018-03-22		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F turboprop engines
2018-04-01		Airbus	A320-271N, A321-271N, and A321-272N airplanes

LARGE AIRCRAFT

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2018-02-17 Airbus: Amendment 39-19170; Docket No. FAA-2017-0713; Product Identifier 2016-NM-199-AD.

(a) Effective Date

This AD is effective March 16, 2018.

(b) Affected ADs

This AD replaces AD 2012-12-12, Amendment 39-17092 (77 FR 37797, June 25, 2012); and AD 2013-16-26, Amendment 39-17564 (78 FR 53640, August 30, 2013).

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certified in any category, all manufacturer serial numbers, except those on which Airbus Modification 202702 and Modification 202790 have been embodied in production; and the Airbus airplanes identified in paragraphs (c)(3) through (c)(5) of this AD, certified in any category, all manufacturer serial numbers.

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of cracked forward and aft cargo door frames, and loose, missing, or sheared rivets. We are issuing this AD to detect and correct cracked or ruptured cargo door frames, which could result in reduced structural integrity of the forward or aft cargo door.

(f) Compliance

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

(g) Affected Cargo Doors

For the purpose of this AD, the affected cargo doors are pre-modification 202702 (forward cargo door) and pre-modification 202790 (aft cargo door), and are listed by part number (P/N) in the applicable service information identified in paragraph (h)(1) or (l)(1) of this AD. For post-

modification doors, which are not affected by this AD, the P/Ns are identified as F52370900XXX (forward cargo door) and F52372315XXX (aft cargo door), where “XXX” can be a combination of any three numerical digits.

(h) Forward Cargo Door Repetitive Inspections

(1) Before exceeding 5,300 total flight cycles since first installation of the forward cargo door on an airplane, or within the applicable compliance time specified in table 1 to paragraph (h)(1) of this AD, whichever occurs later, except as specified in paragraph (q) of this AD: Do all applicable detailed and high frequency eddy current (HFEC) inspections of all frame fork areas, frame head areas, and outer skin areas of each affected forward cargo door, as applicable; in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (h)(1)(i), (h)(1)(ii), or (h)(1)(iii) of this AD. Do all applicable related investigative actions and corrective actions before further flight in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (h)(1)(i), (h)(1)(ii), or (h)(1)(iii) of this AD, except as required by paragraph (p) of this AD. Repeat the applicable inspections of the frame fork areas, frame head areas, and outer skin areas of each affected forward cargo door thereafter at intervals not to exceed 1,400 flight cycles.

Table 1 to paragraph (h)(1) of this AD – Forward Cargo Door Inspection Compliance Time

Airplane Condition (on the effective date of this AD)	Compliance Time
Inspected only as specified in Airbus Alert Operator Transmission (AOT) A330-52A3085 or AOT A340-52A4092, as applicable	Within 1,100 flight cycles after the last inspection, but without exceeding 10,600 flight cycles since first installation of the forward cargo door on an airplane
Inspected as specified in Airbus AOT A330-52A3085 and as specified in AOT A330-A52L003-12, and the last inspection was accomplished as specified in AOT A330-A52L003-12	Within 1,100 flight cycles after the last inspection as specified in AOT A330-52A3085
Inspected as specified in Airbus AOT A330-52A3085 and as specified in AOT A330-A52L003-12, and the last inspection was accomplished as specified in AOT A330-52A3085	Within 1,100 flight cycles after the last inspection as specified in AOT A330-A52L003-12
Inspected as specified in Airbus AOT A340-52A4092 and as specified in AOT A340-A52L004-12, and the last inspection was accomplished as specified in AOT A340-A52L004-12	Within 1,100 flight cycles after the last inspection as specified in AOT A340-52A4092
Inspected as specified in Airbus AOT A340-52A4092 and as specified in AOT A340-A52L004-12, and the last inspection was accomplished as specified in AOT A340-52A4092	Within 1,100 flight cycles after the last inspection as specified in AOT A340-A52L004-12
Inspected as specified in the original issue of Airbus Service Bulletin (SB) A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable	There is no compliance time for the initial inspection in paragraph (h)(1) of this AD for these airplanes, provided these airplanes comply with the actions specified paragraph (r)(1) of this AD.
Inspected as specified in Revision 01 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable	There is no compliance time for the initial inspection in paragraph (h)(1) of this AD for these airplanes, provided these airplanes comply with the actions specified in paragraph (r)(2) of this AD.

Airplane Condition (on the effective date of this AD)	Compliance Time
Inspected as specified in Revision 02 of Airbus SB A330-52-3087, or SB A340-52-4095, or SB A340-52-5020, as applicable	Within 1,400 flight cycles after the last inspection, but without exceeding 5,300 total flight cycles since first installation of the forward cargo door on an airplane
Never inspected	Within 1,100 flight cycles after the effective date of this AD, but without exceeding 6,400 flight cycles since first installation of the forward cargo door on an airplane

(i) Airbus Service Bulletin A330-52-3087, Revision 02, including Appendix 01, dated February 18, 2016 (“SB A330-52-3087, R02”).

(ii) Airbus Service Bulletin A340-52-4095, Revision 02, including Appendix 01, dated November 29, 2015 (“SB A340-52-4095, R02”).

(iii) Airbus Service Bulletin A340-52-5020, Revision 02, including Appendices 01 and 02, dated November 27, 2015 (“SB A340-52-5020, R02”).

(2) Concurrently with the first inspection required by paragraph (h)(1) of this AD: Do a one-time detailed inspection of the hook gaps “U” and “V” of each affected forward cargo door for proper adjustment, and, depending on findings, adjust the hook(s), in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (h)(2)(i), (h)(2)(ii), or (h)(2)(iii) of this AD. Do all the required hook gap adjustments before further flight.

(i) SB A330-52-3087, R02.

(ii) SB A340-52-4095, R02.

(iii) SB A340-52-5020, R02.

(i) Forward Cargo Door Modification

(1) Except as specified in paragraph (i)(2) of this AD, before exceeding 18,500 total flight cycles since first installation of the forward cargo door on an airplane, or within 12 months after the effective date of this AD, whichever occurs later: Do reinforcement modifications on the frame structure of each affected forward cargo door, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (i)(1)(i) through (i)(1)(vi) of this AD, except as required by paragraph (p) of this AD.

(i) Airbus Service Bulletin A330-52-3105, dated February 24, 2016 (for certain Model A330-202, -223, and -243 airplanes; and Model A330-301, -321, -322, -341, and -342 airplanes).

(ii) Airbus Service Bulletin A330-52-3110, dated February 15, 2016 (for certain Model A330-202, -203, -223, and -243 airplanes; and Model A330-303, -323, and -343 airplanes).

(iii) Airbus Service Bulletin A330-52-3111, dated February 15, 2016 (for certain Model A330-202, -203, -223, -223F, -243, and -243F airplanes; and Model A330-302, -303, -323, -342, and -343 airplanes).

(iv) Airbus Service Bulletin A340-52-4108, dated February 15, 2016 (for certain Model A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313 airplanes).

(v) Airbus Service Bulletin A340-52-4113, dated February 15, 2016 (for certain Model A340-312 and -313 airplanes).

(vi) Airbus Service Bulletin A340-52-4114, dated February 15, 2016 (for certain Model A340-313 airplanes).

(2) Accomplishment of the reinforcement modifications required by paragraph (i)(1) of this AD may be deferred, provided that, before exceeding 18,500 total flight cycles since first installation of the forward cargo door on an airplane, or within 12 months after the effective date of this AD, whichever occurs later, but not earlier than 14,500 total flight cycles for Model A330 airplanes, or 12,500 total flight cycles for Model A340 airplanes, cold working is accomplished on the frame structure of each affected forward cargo door, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (i)(2)(i) through (i)(2)(vi) of this AD, except as required by paragraph (p) of this AD. Modification of an airplane by accomplishment of the cold working specified in this paragraph does not constitute terminating action for the repetitive inspections required by paragraph (h)(1) of this AD.

(i) Airbus Service Bulletin A330-52-3116, dated April 20, 2016 (for certain Model A330-202, -223, and -243 airplanes; and Model A330-301, -321, -322, -341, and -342 airplanes).

(ii) Airbus Service Bulletin A330-52-3117, dated April 20, 2016 (for certain Model A330-202, -203, -223, and -243 airplanes; and Model A330-303, -323, and -343 airplanes).

(iii) Airbus Service Bulletin A330-52-3118, dated April 20, 2016 (for certain Model A330-202, -203, -223, -223F, -243, and -243F airplanes; and Model A330-302, -303, -323, -342, and -343 airplanes).

(iv) Airbus Service Bulletin A340-52-4119, dated April 20, 2016 (for certain Model A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313 airplanes).

(v) Airbus Service Bulletin A340-52-4120, dated April 20, 2016 (for certain Model A340-312 and -313 airplanes).

(vi) Airbus Service Bulletin A340-52-4121, dated April 20, 2016 (for certain Model A340-313 airplanes).

(3) Within 18,500 flight cycles after cold working is accomplished on the frame structure of each affected forward cargo door as specified in paragraph (i)(2) of this AD: Do the reinforcement modifications on the frame structure of each affected forward cargo door, using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(j) Forward Cargo Door Terminating Action

Modification of an airplane by reinforcement of the forward cargo door frame structure required by paragraph (i)(1) or (i)(3) of this AD constitutes terminating action for the inspections required by paragraph (h)(1) and (h)(2) of this AD for that airplane.

(k) Definitions of Pre-Modified and Post-Modified Airplanes of Aft Cargo Door

(1) For the purpose of this AD, pre-modified Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, Model A330-300 series airplanes, Model A340-200 series airplanes, and Model A340-300 series airplanes are defined as those not having Airbus Modification 44852, or Modification 44854 applied in production, or being in pre-Airbus Service Bulletin A330-52-3044 or pre-Airbus Service Bulletin A340-52-4054 configuration, as applicable.

(2) For the purpose of this AD, post-modification Model A330-200 series airplanes, Model A330-200 Freighter series airplanes, Model A330-300 series airplanes, Model A340-200 series airplanes, and Model A340-300 series airplanes are defined as those having Airbus Modification 44852 or Modification 44854 applied in production, or modified in service as specified in Airbus Service Bulletin A330-52-3044 or Airbus Service Bulletin A340-52-4054, as applicable.

(l) Aft Cargo Door Repetitive Inspections

(1) Before exceeding 4,000 total flight cycles for pre-modified airplanes, or 12,000 total flight cycles for post-modified airplanes, since first installation of the aft cargo door on an airplane, as applicable, or within the compliance time specified in table 2 to paragraph (l)(1) of this AD or table 3 to paragraph (l)(1) of this AD, as applicable, whichever occurs later, except as specified in paragraph (q) of this AD: Do all applicable inspections of all frame fork areas, frame head areas, and outer skin area of each affected aft cargo door, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (l)(1)(i), (l)(1)(ii), or (l)(1)(iii) of this AD. Do all applicable related investigative actions and corrective actions before further flight in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (l)(1)(i), (l)(1)(ii), or (l)(1)(iii) of this AD, except as required by paragraph (p) of this AD. Repeat the applicable inspections thereafter at intervals not to exceed 1,400 flight cycles.

Table 2 to paragraph (l)(1) of this AD – Aft Cargo Door Inspection Compliance Times for Pre-Modified Airplanes

Airplane Condition (on the effective date of this AD)	Compliance Time
Inspected only as specified in Airbus AOT A330-52A3084, or AOT A340-52A4091, as applicable	Within 550 flight cycles after the last inspection, but without exceeding 15,800 flight cycles since first installation of the aft cargo door on an airplane
Inspected as specified in Airbus AOT A330-52A3084 and as specified in AOT A330-A52L001-12, and the last inspection was accomplished as specified in AOT A330-A52L001-12	Within 550 flight cycles after the last inspection as specified in AOT A330-52A3084
Inspected as specified in Airbus AOT A330-52A3084 and as specified in AOT A330-A52L001-12, and the last inspection was accomplished as specified in AOT A330-52A3084	Within 550 flight cycles after the last inspection as specified in AOT A330-A52L001-12
Inspected as specified in Airbus AOT A340-52A4091 and as specified in AOT A340-A52L002-12, and the last inspection was accomplished as specified in AOT A340-A52L002-12	Within 550 flight cycles after the last inspection as specified in AOT A340-52A4091
Inspected as specified in Airbus AOT A340-52A4091 and as specified in AOT A340-A52L002-12, and the last inspection was accomplished as specified in AOT A340-52A4091	Within 550 flight cycles after the last inspection as specified in AOT A340-A52L002-12
Inspected as specified in the original issue of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable	There is no compliance time for the initial inspection in paragraph (l)(1) of this AD for these airplanes, provided these airplanes comply with the actions specified in paragraph (r)(3) of this AD.
Inspected as specified in Revision 01 of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable	There is no compliance time for the initial inspection in paragraph (l)(1) of this AD for these airplanes, provided these airplanes comply with the actions specified in paragraph (r)(4) of this AD.

Airplane Condition (on the effective date of this AD)	Compliance Time
Inspected as specified in Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable	Within 1,400 flight cycles after the last inspection as specified in Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, as applicable but without exceeding 4,000 flight cycles since first installation of the aft cargo door on an airplane, as applicable.
Never inspected	Within 550 flight cycles after the effective date of this AD, but without exceeding 4,550 flight cycles since first installation of the aft cargo door on an airplane

Table 3 to paragraph (l)(1) of this AD – Aft Cargo Door Inspection Compliance Times for Post-Modified Airplanes and Model A340-500 and -600 Airplanes

Airplane Condition (on the effective date of this AD)	Compliance Time
Never inspected	Within 550 flight cycles after the effective date of this AD, but without exceeding 12,550 flight cycles since first installation of the aft cargo door on an airplane
Inspected as specified in the original issue of Airbus SB A330-52-3095 or SB A340-52-4101, or SB A340-5023, as applicable	There is no compliance time for paragraph (l)(1) of this AD for these airplanes, provided these airplanes comply with the actions specified in paragraph (r)(3) of this AD.
Inspected as specified in Revision 01 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-5023, as applicable	There is no compliance time for paragraph (l)(1) of this AD for these airplanes, provided these airplanes comply with the actions specified in paragraph (r)(4) of this AD.
Inspected as specified in Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-5023, as applicable	Within 1,400 flight cycles after the last inspection as specified in Revision 02 of Airbus SB A330-52-3095, or SB A340-52-4101, or SB A340-5023, as applicable, but without exceeding 12,000 flight cycles since first installation of the aft cargo door on an airplane

(i) Airbus Service Bulletin A330-52-3095, Revision 02, including Appendices 01 and 02, dated February 19, 2016 (“SB A330-52-3095, R02”).

(ii) Airbus Service Bulletin A340-52-4101, Revision 02, including Appendices 01 and 02, dated November 27, 2015 (“SB A340-52-4101, R02”).

(iii) Airbus Service Bulletin A340-52-5023, Revision 02, including Appendices 01 and 02, dated November 27, 2015 (“SB A340-52-5023, R02”).

(2) Concurrently with the first inspection required by paragraph (l)(1) of this AD: Do a one-time detailed inspection of the hook gaps “U” and “V” of each affected aft cargo door for proper adjustment and, depending on findings, adjust the hook(s) in accordance with the Accomplishment Instructions of the applicable service information specified in paragraph (l)(2)(i), (l)(2)(ii), or (l)(2)(iii) of this AD. Do all the required hook gap adjustments before further flight.

(i) SB A330-52-3095, R02.

(ii) SB A340-52-4101, R02.

(iii) SB A340-52-5023, R02.

(m) Modification for Pre-Modified Airplanes

(1) For pre-modified airplanes, except as specified in paragraph (m)(2) of this AD: Before exceeding 18,500 total flight cycles since first installation of the aft cargo door on an airplane, or within 12 months after the effective date of this AD, whichever occurs later, do reinforcement modifications, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (m)(1)(i) through (m)(1)(vi) of this AD, except as required by paragraph (p) of this AD.

(i) Airbus Service Bulletin A330-52-3106, dated February 24, 2016 (for certain Model A330-301, -321, -322, -341, and -342 airplanes).

(ii) Airbus Service Bulletin A330-52-3112, dated February 24, 2016 (for certain Model A330-202 and -223 airplanes; and Model A330-301, -322, -341, and -342 airplanes).

(iii) Airbus Service Bulletin A330-52-3113, dated February 15, 2016 (for certain Model A330-223 and -243 airplanes; and Model A330-322 and -342 airplanes).

(iv) Airbus Service Bulletin A330-52-3114, dated February 15, 2016 (for certain Model A330-202, -203, -223, -223F, -243, and -243F airplanes; and Model A330-302, -303, -323, -342, and -343 airplanes).

(v) Airbus Service Bulletin A340-52-4109, dated February 25, 2016 (for certain Model A340-211, -212, and -213 airplanes; and Model A340-311, -312, and -313 airplanes).

(vi) Airbus Service Bulletin A340-52-4115, dated February 19, 2016 (for certain Model A340-212, -213, and -313 airplanes).

(2) Accomplishment of the reinforcement modifications required by paragraph (m)(1) of this AD may be deferred provided that before exceeding 18,500 total flight cycles since first installation of the aft cargo door on an airplane, or within 12 months after the effective date of this AD, whichever occurs later, but not earlier than 14,500 total flight cycles, cold working is accomplished on the frame structure of each affected aft cargo door, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-52-3115, dated April 20, 2016; or Airbus Service Bulletin A340-52-4118, dated April 20, 2016; as applicable. Modification of an airplane by accomplishment of the cold working specified in this paragraph does not constitute terminating action for the repetitive inspections required by paragraph (l)(1) of this AD.

(3) For an airplane on which the cold working on the cargo door frame structure is accomplished, as specified in paragraph (m)(2) of this AD: Within 18,500 flight cycles after the application of cold working, do reinforcement modifications, in accordance with the Accomplishment Instructions of the service information specified in paragraphs (m)(1)(i) through (m)(1)(vi) of this AD, as applicable, or using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(n) Terminating Action Aft Cargo Doors for Pre-Modified Airplanes

Modification of an airplane by reinforcement of the aft cargo door frame structure required by paragraph (m)(1) or (m)(3) of this AD constitutes terminating action for the inspections required by paragraph (l)(1) and (l)(2) of this AD for that airplane.

(o) Optional Terminating Action Modification for Post-Modified Airplanes

For post-modified airplanes, modification of an airplane by reinforcement of the aft cargo door frame structure, in accordance with the Accomplishment Instructions of the applicable service information specified in paragraphs (m)(1)(i) through (m)(1)(vi) of this AD, or using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA, constitutes terminating action for the inspections required by paragraph (l)(1)

and (l)(2) of this AD for that airplane. If approved by the DOA, the approval must include the DOA-authorized signature.

(p) Exceptions to Service Information

Where the service information specified in paragraphs (h)(1), (i)(1), (i)(2), (l)(1), and (m) of this AD specifies to contact Airbus for instructions or repair, before further flight, accomplish corrective actions in accordance with the procedures specified in paragraph (t)(2) of this AD.

(q) Exception to Initial Inspection Compliance Time

For the purposes of table 1 to paragraph (h)(1) of this AD, table 2 to paragraph (l)(1) of this AD, and table 3 to paragraph (l)(1) of this AD: As soon as a cargo door is inspected using any applicable service information specified in this AD, the previous inspections accomplished in accordance with any alert operator transmission can be disregarded for the determination of the compliance time for the initial inspection required by this AD.

(r) Exception to Reporting in the Service Information

Although the Airbus service bulletins specified in paragraphs (r)(1) through (r)(6) of this AD specify to submit certain information to the manufacturer, and specify that action as “RC” (Required for Compliance), this AD does not include that requirement.

- (1) SB A330-52-3087, R02.
- (2) SB A330-52-3095, R02.
- (3) SB A340-52-4095, R02.
- (4) SB A340-52-4101, R02.
- (5) SB A340-52-5020, R02.
- (6) SB A340-52-5023, R02.

(s) Credit for Previous Actions

(1) This paragraph provides credit for the initial inspection required by paragraph (h) of this AD, if that inspection was performed before the effective date of this AD using Airbus Service Bulletin A330-52-3087, dated August 29, 2013; Airbus Service Bulletin A340-52-4095, dated August 29, 2013; or Airbus Service Bulletin A340-52-5020, dated August 29, 2013; as applicable; provided that the actions identified as “additional work” in the Accomplishment Instructions of Airbus Service Bulletin A330-52-3087, Revision 01, dated July 9, 2014; Airbus Service Bulletin A340-52-4095, Revision 01, dated July 28, 2014; or Airbus Service Bulletin A340-52-5020, Revision 01, dated July 9, 2014; as applicable; are accomplished within 1,100 flight cycles after that inspection; and provided the next inspection of all frame fork areas, frame head areas, and outer skin area of each affected forward cargo door is accomplished within 1,100 flight cycles after that inspection, in accordance with the Accomplishment Instructions of SB A330-52-3087, R02; SB A340-52-4095, R02; or SB A340-52-5020, R02, as applicable.

(2) This paragraph provides credit for the initial inspection required by paragraph (h) of this AD, if that inspection was performed before the effective date of this AD using Airbus Service Bulletin A330-52-3087, Revision 01, dated July 9, 2014; Airbus Service Bulletin A340-52-4095, Revision 01, dated July 28, 2014; or Airbus Service Bulletin A340-52-5020, Revision 01, dated July 9, 2014; as applicable; provided that the next inspection of all frame fork areas, frame head areas, and outer skin area of each affected forward cargo door, is accomplished within 1,100 flight cycles after that inspection in accordance with the Accomplishment Instructions of SB A330-52-3087, R02; SB A340-52-4095, R02; or SB A340-52-5020, R02, as applicable.

(3) This paragraph provides credit for the initial inspection required by paragraph (l) of this AD, if that inspection was performed before the effective date of this AD using Airbus Service Bulletin A330-52-3095, dated August 29, 2013; Airbus Service Bulletin A340-52-4101, dated August 29, 2013; or Airbus Service Bulletin A340-52-5023, dated August 29, 2013; provided that the actions identified as “additional work” in the Accomplishment Instructions of Airbus Service Bulletin A330-52-3095, Revision 01, dated July 28, 2014; Airbus Service Bulletin A340-52-4101, Revision 01, dated July 28, 2014; or Airbus Service Bulletin A340-52-5023, Revision 01, dated July 28, 2014; as applicable; are accomplished within 550 flight cycles after that inspection, and provided the next inspection of all frame fork areas, frame head areas, and outer skin area of each affected aft cargo door is accomplished within 550 flight cycles after that inspection in accordance with the Accomplishment Instructions of SB A330-52-3095, R02; SB A340-52-4101, R02; or SB A340-52-5023, R02, as applicable.

(4) This paragraph provides credit for the initial inspection required by paragraph (l) of this AD, if that inspection was performed before the effective date of this AD using Airbus Service Bulletin A330-52-3095, Revision 01, dated July 28, 2014; Airbus Service Bulletin A340-52-4101, Revision 01, dated July 28, 2014; or Airbus Service Bulletin A340-52-5023, Revision 01, dated July 28, 2014; as applicable; provided that the next inspection of all frame fork areas, frame head areas, and outer skin area of each affected aft cargo door is accomplished within 550 flight cycles after that inspection in accordance with the Accomplishment Instructions of SB A330-52-3095, R02; SB A340-52-4101, R02; or SB A340-52-5023, R02, as applicable.

(5) Where Airbus Service Bulletins A330-52-3095, Revision 01, dated July 28, 2014; A340-52-4101, Revision 01, dated July 28, 2014; A340-52-5020, Revision 01, dated July 9, 2014; and A340-52-5023, Revision 01, dated July 28, 2014; refers to using fasteners having P/N ASNA2657, this AD also allows the use of alternative HST11 series fasteners.

(t) 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 manager of the certification office, send it to the attention of the person identified in paragraph (u)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

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

(u) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0188, dated September 21, 2016; corrected September 22, 2016, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0713.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (v)(4) and (v)(5) of this AD.

(v) 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 A330-52-3087, Revision 02, including Appendix 01, dated February 18, 2016.

(ii) Airbus Service Bulletin A330-52-3095, Revision 02, including Appendices 01 and 02, dated February 19, 2016.

(iii) Airbus Service Bulletin A330-52-3105, dated February 15, 2016.

(iv) Airbus Service Bulletin A330-52-3106, dated February 24, 2016.

(v) Airbus Service Bulletin A330-52-3110, dated February 15, 2016.

(vi) Airbus Service Bulletin A330-52-3111, dated February 15, 2016.

(vii) Airbus Service Bulletin A330-52-3112, dated February 24, 2016.

(viii) Airbus Service Bulletin A330-52-3113, dated February 15, 2016.

(ix) Airbus Service Bulletin A330-52-3114, dated February 15, 2016.

(x) Airbus Service Bulletin A330-52-3115, dated April 20, 2016.

(xi) Airbus Service Bulletin A330-52-3116, dated April 20, 2016.

(xii) Airbus Service Bulletin A330-52-3117, dated April 20, 2016.

(xiii) Airbus Service Bulletin A330-52-3118, dated April 20, 2016.

(xiv) Airbus Service Bulletin A340-52-4095, Revision 02, including Appendix 01, dated November 27, 2015.

(xv) Airbus Service Bulletin A340-52-4101, Revision 02, including Appendices 01 and 02, dated November 27, 2015.

(xvi) Airbus Service Bulletin A340-52-4108, dated February 15, 2016.

(xvii) Airbus Service Bulletin A340-52-4109, dated February 25, 2016.

(xviii) Airbus Service Bulletin A340-52-4113, dated February 15, 2016.

(xix) Airbus Service Bulletin A340-52-4114, dated February 15, 2016.

(xx) Airbus Service Bulletin A340-52-4115, dated February 19, 2016.

(xxi) Airbus Service Bulletin A340-52-4118, dated April 20, 2016.

(xxii) Airbus Service Bulletin A340-52-4119, dated April 20, 2016.

(xxiii) Airbus Service Bulletin A340-52-4120, dated April 20, 2016.

(xxiv) Airbus Service Bulletin A340-52-4121, dated April 20, 2016.

(xxv) Airbus Service Bulletin A340-52-5020, Revision 02, including Appendices 01 and 02, dated November 27, 2015.

(xxvi) Airbus Service Bulletin A340-52-5023, Revision 02, including Appendices 01 and 02, dated November 27, 2015.

(3) For service information identified in this AD, contact Airbus SAS, Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96;

fax: +33 5 61 93 45 80; email: airworthiness.A330-A340@airbus.com; internet:
<http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on January 11, 2018.

John P. Piccola, Jr.,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-02-18 Airbus: Amendment 39-19171; Docket No. FAA-2018-0024; Product Identifier 2018-NM-002-AD.

(a) Effective Date

This AD becomes effective February 21, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, all manufacturer serial numbers on which Airbus modification 35871 has been embodied in production or Airbus Service Bulletin A320-34-1397 has been embodied in service, except airplanes on which Airbus modification 159281 has also been embodied in production or Airbus Service Bulletin A320-34-1658 or Airbus Service Bulletin A320-34-1659 has also been embodied in service.

- (1) Model A318-111, -112, -121, and -122 airplanes.
- (2) Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes.
- (3) Model A320-211, -212, -214, -216, -231, -232, -233, -251N, and -271N airplanes.
- (4) Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes.

(d) Subject

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

(e) Reason

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

(f) Compliance

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

(g) Airplane Flight Manual (AFM) Revision

Except for airplanes identified in paragraph (h) of this AD: Within 30 days after the effective date of this AD, revise the AFM to incorporate the procedure specified in figure 1 to paragraphs (g)

and (h) of this AD, and thereafter operate the airplane accordingly. When a procedure identical to that in figure 1 to paragraphs (g) and (h) of this AD has been included in the general revisions of the AFM, the general revisions may be inserted into the AFM.

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

AIRBUS	EMERGENCY PROCEDURES
A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NAVIGATION
NAV - ADR 1+2+3 FAULT	
Ident: EMER-54-00007047.00010017.02 MAR 17	
APPROVED	
Criteria: (GA and (154033 or 35071))	
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT	
<p><i>Note:</i> Flight controls are in alternate law. Refer to ABN-27 F/CTL - ALTN LAW (PROT LOST).</p> <p>Disconnect autopilot. Turn off flight directors. Disconnect autothrust. Turn off all ADRs. Fly the green area of the speed scale.</p> <p><i>Note:</i></p> <ol style="list-style-type: none"> 1. Standby instruments may be unreliable. 2. The altitude displayed on the PFD is a GPS altitude. 3. Automatic cabin pressurization system is inoperative. Refer to ABN-21 CAB PR - SYS 1 + 2 FAULT. 4. Rudder travel limiter is inoperative. Refer to ABN-22-AUTOFLT AUTO FLT - RUD TRV LIM SYS. 5. If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and adjust pitch attitude and thrust regarding flight phase and aircraft configuration to obtain and maintain target. <p>Do not use speed brakes. Maneuver with care.</p> <p>● When FLAPS 2: Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.</p> <p>Approach speed: fly the bug. Apply necessary landing performance corrections.</p>	

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

AIRBUS A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	EMERGENCY PROCEDURES NAVIGATION
NAV - ADR 1+2+3 FAULT	
<small>Item: EMER-34-00607047.0005001 / 02 MAR 17 Criteria: (SA and ((154033 or 35571) and 151269)) Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT</small>	
<small>APPROVED</small>	

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

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

Note:

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

Do not use speed brakes.
 Maneuver with care.

- **When FLAPS 2:**
 Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

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

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

AIRBUS	EMERGENCY PROCEDURES
A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NAVIGATION
NAV - ADR 1+2+3 FAULT	
Ident.: EMER-34-00007047.0003001 / 02 MAR 17	
Criteria: (SA and (154033 or 250731 and 08293))	
Impacted by: TDU-00014228 NAV - ADR 1+2+3 FAULT	
APPROVED	

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

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

Note:

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

Do not use speed brakes.
Maneuver with care.

● **When FLAPS 2:**
Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

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

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

AIRBUS	EMERGENCY PROCEDURES
A318/A319/A320/A321 AIRPLANE FLIGHT MANUAL	NAVIGATION
NAV - ADR 1+2+3 FAULT	
Ident: EMER-34-00007047.0006001 / 02 MAR 17	
Criteria: ((SA and ((154633 or 35871) and 33298 and 151269)) or 320-200N)	
Impacted by TDU: 00014228 NAV - ADR 1+2+3 FAULT	
APPROVED	

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

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

Note:

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

Do not use speed brakes.
Maneuver with care.

- **When FLAPS 2:**
Extend landing gear by gravity. Refer to ABN-32 L/G GRAVITY EXTENSION.

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

(h) Airplanes Not Affected by Paragraph (g) of This AD

Airplanes operated with an AFM having the NAV–ADR 1+2+3 FAULT procedure identical to the procedure specified in figure 1 to paragraphs (g) and (h) of this AD, with an approval date on or after March 2, 2017, are compliant with the requirements of this AD, provided that the procedure specified in figure 1 to paragraphs (g) and (h) of this AD is not removed from the AFM.

(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 (k)(2) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

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

(j) Special Flight Permits

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are not allowed.

(k) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2017-0257R1, dated January 9, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0024.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1405; fax 425-227-1149.

(l) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 19, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-02-20 The Boeing Company: Amendment 39-19173; Docket No. FAA-2017-0630; Product Identifier 2017-NM-058-AD.

(a) Effective Date

This AD is effective March 16, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to The Boeing Company Model 777-200, -200LR, -300, and -300ER series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of corrosion in the aft fuselage. We are issuing this AD to detect and correct untreated vacuum waste system spills or leaks, which could cause corrosion of the airplane structure, which could lead to fatigue cracks, and could ultimately result in rapid decompression and loss of structural integrity.

(f) Compliance

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

(g) Required Actions

Except as required by paragraphs (h)(1) through (h)(3) of this AD: At the applicable times specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017, do all applicable actions identified as "RC" (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017.

(h) Exceptions To Service Information Specifications

(1) Where Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017, uses the phrase “after the original issue date of this service bulletin,” for purposes of determining compliance with the requirements of this AD, the phrase “after the effective date of this AD” must be used.

(2) Where Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017, specifies contacting Boeing, and specifies that action as RC: This AD requires using a method approved in accordance with the procedures specified in paragraph (j) of this AD.

(3) Where Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017, specifies to apply corrosion inhibiting compound BMS3-29 to the cleaned and neutralized area, and specifies that action as RC: This AD allows operators to apply BMS3-29, BMS3-35, or a base coat of BMS3-29 or BMS3-35 with a top coat of BMS3-26.

(i) Optional Terminating Action for Repetitive Inspections

Accomplishment of “PART 5: CLEANING AND NEUTRALIZATION,” as specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017, terminates the repetitive inspections required by paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) Except as required by paragraphs (h)(2) and (h)(3) of this AD: For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (j)(4)(i) and (j)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled “RC Exempt,” then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

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

(k) Related Information

For more information about this AD, contact Eric Lin, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 1601 Lind Avenue SW, Renton, WA 98057-3356; phone: 425-917-6412; fax: 425-917-6590; email: eric.lin@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Boeing Alert Service Bulletin 777-53A0083, dated April 20, 2017.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on January 19, 2018.

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



2018-03-02 328 Support Services GmbH (Type Certificate Previously Held by AvCraft Aerospace GmbH; Fairchild Dornier GmbH; Dornier Luftfahrt GmbH): Amendment 39-19175; Docket No. FAA-2018-0026; Product Identifier 2016-NM-157-AD.

(a) Effective Date

This AD becomes effective February 23, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to 328 Support Services GmbH Model 328-300 airplanes, certificated in any category, serial numbers 3145, 3149, 3161, 3171, 3181, and 3185.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that incomplete inspection instructions exist for the skin under outer and inner doublers left installed after the removal of a certain data link system. We are issuing this AD to detect and correct skin cracks that could lead to skin failure and possible rapid depressurization and the subsequent loss of structural integrity of the airplane.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the action(s) at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2016-0155, dated August 2, 2016.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2016-0155, dated August 2, 2016, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0026.

(2) For more information about this AD, contact Todd Thompson, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1175; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 25, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-03-04 Rosemount Aerospace, Inc.: Amendment 39-19177; Docket No. FAA-2016-6616; Product Identifier 2016-CE-004-AD.

(a) Effective Date

This AD is effective March 16, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rosemount Aerospace, Inc. Model 851AK pitot probes that were repaired by CSI Aerospace Inc. and have a serial number listed in paragraph (c)(1) of this AD that are known to be installed on but not limited to the airplanes listed in paragraph (c)(2) of this AD. Pitot probes that were repaired by CSI Aerospace Inc. that have a repair date of August 1, 2014, or later, are excluded from the applicability.

- (1) 24352, 53257, 61568, 68168, 69913, 69953, 71007, 71802, 71820, 73010, 73406, 75549, 75555, 80489, 80491, 83809, 84200, 84495, 84911, 84922, 85317, 85731, 87225, 87234, 87235, 87241, 87272, 87512, 87551, 87909, 88192, 88622, 90538, 91606, 93291, 93292, 93293, 93305, 93941, 93948, 93960, 94258, 94304, 94559, 94814, 94819, 95150, 95849, 97405, 98194, 99498, 99509, 100105, 100111, 100127, 100313, 100741, 101374, 101500, 102037, 102054, 102309, 102502, 104604, 106134, 106139, 106381, 106905, 107251, 107405, 107406, 107450, 107887, 108174, 108302, 108858, 108859, 108967, 108970, 109119, 109122, 109124, 109128, 109383, 109393, 109394, 109467, 109474, 109488, 109521, 109524, 109537, 109577, 109795, 109798, 109799, 109808, 109810, 109946, 109954, 109958, 109962, 109996, 110323, 110324, 110327, 110338, 110611, 110626, 110880, 110895, 110956, 111061, 111066, 111315, 111320, 111432, 111561, 111571, 111578, 111802, 111807, 112229, 112280, 112343, 112497, 112646, 112657, 112677, 112779, 112781, 112783, 112979, 112993, 113025, 113026, 113129, 113151, 113382, 113721, 113758, 113837, 113838, 113843, 113845, 113920, 113934, 114130, 114147, 114152, 114157, 114223, 114239, 114376, 114572, 114813, 114869, 114872, 114959, 114962A, 114966, 115428, 115713, 116046, 116249, 116253, 116255, 116271, 116424, 116557, 116734, 116792, 116994, 117022, 117144, 117164, 117310, 117412, 117414, 117426, 117427, 117428, 117587, 117961, 118111, 118119, 118234, 118331, 118637, 118639, 118770, 118938, 119115, 119281, 119290, 119414, 119441, 119496, 119587, 119593, 119694, 119695, 119737, 119852, 120456, 120461, 120728, 120823, 120825, 120826, 120829, 121040, 121041, 121110, 121116, 121145, 121172, 121320, 121322, 121524, 121661, 121834, 121852, 122286, 122662, 122843, 122934, 122935, 123286, 123289, 123330, 123745, 123746, 123753, 123767, 124144, 124385, 124390, 124396, 124890, 125016, 125021, 125077, 125163, 125174, 126785, 127449, 127894, 127899, 128302, 128307, 129503, 130371, 130377, 130688, 131422, 131423, 131752, 132065, 132067, 132297, 132825, 133103, 133161, 133220, 133291, 133310, 133313, 133394, 133396, 133512, 133521, 134100, 134102, 134403, 134535, 134537, 134639, 134675, 134681, 135136, 135234, 135246, 135250, 135554, 135561, 135568, 135735, 135743, 136075, 136208, 137049, 137398,

137543, 137544, 137642, 139076, 139081, 139433, 139444, 139691, 139694, 139759, 139763, 139971, 139976, 140188, 140563, 140565, 140643, 140649, 140650, 141161, 141356, 141362, 141497, 141501, 141605, 141607, 142426, 142765, 142774, 142775, 143070, 143405, 143409, 143411, 143418, 143816, 143818, 143988, 143992, 143999, 144591, 144814, 144816, 144976, 144977, 146116, 146835, 147421, 148524, 148765, 148777, 149460, 149464, 149510, 149941, 150196, 150206, 150211, 150212, 150214, 150542, 150725, 151077, 151086, 151095, 151493, 152097, 152819, 152922, 152969, 152974, 152981, 153232, 153233, 153453, 153454, 153625, 153628, 153635, 153641, 153956, 153962, 153966, 153984, 154007, 154156, 154704, 154721, 154738, 154741, 155003, 155042, 155045, 155238, 155278, 155517, 156022, 156025, 156222, 156526, 156529, 156672, 157023, 157137, 157143, 158393, 158790, 158797, 159033, 159036, 159413, 159440, 159891, 160000, 160002, 160006, 160456, 160459, 160463, 160466, 160468, 161137, 161139, 161159, 161177, 161184, 161185, 161363, 161364, 161366, 162376, 162384, 162674, 162682, 162685, 162688, 163176, 163178, 163181, 163557, 163559, 163602, 164217, 164279, 164746, 164750, 164907, 164908, 165135, 165259, 165459, 165805, 166235, 166324, 166325, 166326, 166331, 166477, 166481, 166608, 166671, 166673, 166892, 167029, 167030, 167035, 167037, 167182, 167341, 167556, 167559, 167705, 167707, 167709, 167763, 167764, 167765, 167766, 167811, 195627, 195628, 195706, 195707, 195710, 195796, 195833, 195876, 196041, 196042, 196045, 196137, 196234, 196397, 196400, 196401, 196403, 196498, 196500, 196761, 197097, 197137, 197140, 197143, 197238, 197657, 197874, 198528, 198687, 198775, 198780, 198788, 198872, 198878, 199034, 199042, 199187, 199441, 199613, 199616, 199669, 200293, 200324, 200534, 200535, 200538, 200556, 200737, 200738, 200739, 200793, 200830, 200834, 200872, 201576, 201685, 201733, 201892, 201893, 201964, 202053, 202305, 202306, 202469, 202471, 202472, 202596, 202625, 202633, 202760, 202381, 202879, 202901, 203010, 203016, 203147, 204629, 204665, 204714, 204820, 204821, 204822, 205249, 205253, 205329, 205335, 205526, 205527, 205529, 205700, 205882, 205967, 206273, 206406, 206436, 206441, 206646, 207019, 207020, 207021, 207364, 207369, 207683, 207684, 207837, 207849, 207850, 208206, 208381, 208394, 208396, 208543, 209148, 209698, 209704, 209707, 212176, 212525, 212697, 212700, 213952, 213953, 214085, 214089, 214144, 214795, 214803, 215392, 215476, 216214, 216509, 216515, 216951, 216955, 216957, 217368, 217369, 217382, 217441, 217708, 217805, 218112, 218610, 218613, 218757, 218761, 218958, 218965, 218967, 218970, 218976, 219226, 219228, 219233, 219236, 219411, 219418, 219832, 219840, 219842, 219915, 220990, 220991, 221197, 221286, 221635, 224540, 224700, 224701, 224704, 224707, 224876, 225257, 225262, 225586, 225907, 225910, 225974, 226133, 226136, 226465, 226466, 226467, 227159, 227174, 227836, 227837, 229277, 230190, 230191, 230192, 230193, 231082, 232015, 232681, 232684, 234534, 235621, 235628, 238097, 238179, 239755, 239760, 239956, 239964, 242109, 242998, 243347, 243350, 243351, 245230, 246442, 246792, 246851, 247007, 247302, 250747, 253132, 256326, 256327, 258614, 258861, 258865, 260508, 262743, 262744, 263643, 263644, 263645, 263651, 263700, 264117, 264119, 264122, 264123, 264125, 264193, 264738, 265208, 265210, 265655, 265656, 265657, 265658, 268055, 268562, 268564, 268565, 268566, 272372, 272592, 273833, 273835, 275276, 275658, 275663, 277554, 280433, 280435, 296902, 298059, and 298843.

(2) DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-32F (C-9A, C-9B), DC-9-33F, DC-9-34, DC-9-34F, DC-9-41, DC-9-51, DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), MD-88, MD-90-30, and 717-200.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 3414, Airspeed/Mach Indicator.

(e) Unsafe Condition

This AD was prompted by a report that the pitot probes are indicating the wrong airspeed during flight. We are issuing this AD to prevent incorrect airspeed indications during flight, which could lead to loss of control. Due to design redundancy, this is only applicable if more than one deficient probe is installed.

(f) Compliance

Comply with this AD within the compliance times specified. If the actions required in paragraphs (g) and (h)(1) of this AD have already been done before March 16, 2018 (the effective date of this AD), then only paragraph (h)(2) of this AD applies.

(g) Determine Number of Affected Pitot Probes Installed

Within 30 days after March 16, 2018 (the effective date of this AD), inspect the airplane to determine the number of pitot probes identified in paragraph (c)(1) of this AD that are installed on the airplane. This inspection can be performed through a review of maintenance records in lieu of a physical inspection of the product if the serial number and repair date can be positively identified from the review. If the serial number cannot be positively identified from a review of the aircraft's maintenance records or from the outside of the airplane, this may require the pitot probe to be removed from the fuselage to view the serial number at the inner base of the probe. If it is determined that no more than one pitot probe identified in paragraph (c)(1) of this AD is installed on the airplane, no further action is required except for the ongoing requirement in paragraph (h)(2) of this AD.

(h) Replace Affected Pitot Probes

(1) If it is determined that more than one pitot probe identified in paragraph (c)(1) of this AD is installed on the airplane during the inspection required in paragraph (g) of this AD, within the next 2 months after March 16, 2018 (the effective date of this AD), do one of the following so that no more than one pitot probe identified in paragraph (c)(1) of this AD is installed on any aircraft simultaneously.

(i) Replace the pitot probes that are listed with pitot probes that do not have a serial number listed in paragraph (c)(1) of this AD; or

(ii) Replace the pitot probes that are listed with one that has been properly repaired, and if repaired by CSI, has a repair date of August 1, 2014, or later. This can be done by having the existing pitot probe repaired by CSI Aerospace, Inc.

(2) As of March 16, 2018 (the effective date of this AD), do not install on any airplane a pitot probe having a serial number listed in paragraph (c)(1) of this AD, unless it has been properly repaired, and if repaired by CSI Aerospace, Inc., has a repair date of August 1, 2014, or later.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

For more information about this AD, contact Jonathan Kim, Aerospace Engineer, Fort Worth ACO Branch, FAA, 10101 Hillwood Parkway, Fort Worth, Texas 76177-1524; telephone: (817) 222-5131; fax: (817) 222-5245; email: jonathan.kim@faa.gov.

Issued in Kansas City, Missouri, on February 2, 2018.
Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.



2018-03-06 Airbus: Amendment 39-19179; Docket No. FAA-2018-0029; Product Identifier 2015-NM-132-AD.

(a) Effective Date

This AD becomes effective February 22, 2018.

(b) Affected ADs

This AD replaces AD 2015-02-18, Amendment 39-18085 (80 FR 5020, January 30, 2015) (“AD 2015-02-18”).

(c) Applicability

This AD applies to Airbus Model A330-201, -202, -203, -301, -302, and -303 airplanes, certificated in any category, all manufacturer serial numbers, except those on which Airbus modification 203947 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by the failure of a bolt on the aft engine mount upper beam, which was found to be caused by inappropriate in-production upper beam installation. We are issuing this AD to detect and correct fracture of the aft mount-pylon bolts, which could result in loss of engine mount structural integrity, consequent detachment of the engine and reduced control of the airplane.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the action(s) at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2015-0126, dated July 1, 2015.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2015-0126, dated July 1, 2015, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0029.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1138; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 25, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-03-07 Airbus: Amendment 39-19180; Docket No. FAA-2018-0030; Product Identifier 2014-NM-161-AD.

(a) Effective Date

This AD becomes effective February 22, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Airbus Model A330-202, -203, -223, and -243 airplanes, all manufacturer serial numbers on which Airbus modification 45775, 45790, 45795, 46165, 46779, 48099, 48454, 52131, 52802, 53730, 53819, 54310, 54410, 54420, 54530, 55231, 55630, 56080, 56260, 56620, 57186, 57430, 200774, 201071, 201298, 201888, 202558, or 203045 has been embodied in production, except those on which Airbus modification 203395 has been embodied in production.

(2) Airbus Model A340-211, -212, -311, and -313 airplanes, all manufacturer serial numbers on which Airbus modification 40413, 40550, 40901, 42021, 43590, or 46487 has been embodied in production, except those on which Airbus modification 203395 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a report of a hard contact that was found between the constant speed motor/generator feeder line route 6G/6E and the optional cabin temperature control pipe on the upper shell between certain frames. We are issuing this AD to prevent chafing, which can lead to a short circuit when the emergency generation is activated and a consequent loss of emergency generation. The loss of normal generation combined with the loss of emergency generation could adversely affect the airplane's continued safe flight and landing.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the action(s) at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2014-0161, dated July 10, 2014.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2014-0161, dated July 10, 2014, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0030.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1138; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 26, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-03-08 Airbus: Amendment 39-19181; Docket No. FAA-2018-0069; Product Identifier 2013-NM-090-AD.

(a) Effective Date

This AD becomes effective February 22, 2018.

(b) Affected ADs

This AD replaces AD 2005-19-28, Amendment 39-14293 (70 FR 57493, October 3, 2005) (“AD 2005-19-28”).

(c) Applicability

This AD applies to the Airbus airplanes specified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model A330-301, -321, -322, and -342 airplanes, all manufacturers serial numbers, except those on which Airbus modification 42547 or 44599 has been embodied in production.

(2) Model A340-211, -212, -213, -311, -312, and -313 airplanes, all manufacturer serial numbers, except those on which Airbus modification 42547 or 41300 has been embodied in production.

(d) Subject

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

(e) Reason

This AD was prompted by a report that, during fatigue tests of the wing, cracks were found in the vertical web of the rear spar between ribs 1 and 2 having initiated at the build slot, and a determination that several compliance thresholds and intervals need to be reduced. We are issuing this AD to detect and correct fatigue cracking in the vertical web of the wing rear spar, which could result in reduced structural integrity of the wing.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the action(s) at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2013-0101, dated April 30, 2013.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2013-0101, dated April 30, 2013, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0069.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1138; fax 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 26, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-03-09 Airbus: Amendment 39-19182; Docket No. FAA-2018-0070; Product Identifier 2015-NM-146-AD.

(a) Effective Date

This AD becomes effective February 22, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A321-211 and -231 airplanes, certificated in any category, manufacturer serial numbers 3191, 3217, 3241, 3251, 3267, 3334, 3459, 3493, 3507, 3552, 3566, 3587, 3645, 3681, 3764, 3784, 3847, 3867, 3920, 3934, 3938, 3951, 3981, 4058, 4074, 4099, 4103, 4116, 4148, 4184, 4189, 4194, 4217, 4224, 4230, 4266, 4271, 4274, 4292, 4299, 4338, 4341, 4369, 4387, 4416, 4430, 4461, and 4500.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that the flat-headed pin at the upper attachment point of the overhead stowage compartments (OHSCs) at a certain frame may not sustain the maximum weight load for each flight phase. We are issuing this AD to prevent OHSC detachment during flight, which could cause injury to the crew or passengers.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the action(s) at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2015-0164, dated August 10, 2015.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2015-0164, dated August 10, 2015, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0070.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 26, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



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www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2018-03-10 The Boeing Company: Amendment 39-19183; Docket No. FAA-2017-0901; Product Identifier 2017-NM-106-AD.

(a) Effective Date

This AD is effective March 19, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all The Boeing Company Model 757-300 series airplanes, certificated in any category.

(2) Installation of Supplemental Type Certificate (STC) ST01518SE ([http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/0/38b606833bbd98b386257faa00602538/\\$FILE/ST01518SE.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSTC.nsf/0/38b606833bbd98b386257faa00602538/$FILE/ST01518SE.pdf)) does not affect the ability to accomplish the actions required by this AD. Therefore, for airplanes on which STC ST01518SE is installed, a “change in product” alternative method of compliance (AMOC) approval request is not necessary to comply with the requirements of 14 CFR 39.17.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of scribe line damage on fuselage skin, caused by sharp tools used during fuselage maintenance. We are issuing this AD to detect and correct scribe line damage. Failure to detect and completely remove scribe lines may lead to fatigue cracking, rapid decompression, and inability of the principal structural element to sustain limit load.

(f) Compliance

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

(g) Required Actions

Except as provided by paragraph (h) of this AD: At the applicable times specified in paragraph 1.E., “Compliance,” of Boeing Alert Service Bulletin 757-53A0107, dated July 20, 2017, do all applicable actions identified as “RC” (required for compliance) in, and in accordance with, the Accomplishment Instructions of Boeing Alert Service Bulletin 757-53A0107, dated July 20, 2017.

(h) Exceptions to Service Information Specifications

(1) For purposes of determining compliance with the requirements of this AD, the phrase “the effective date of this AD” may be substituted for “the original issue date of this service bulletin,” as specified in Boeing Alert Service Bulletin 757-53A0107, dated July 20, 2017.

(2) Where Boeing Alert Service Bulletin 757-53A0107, dated July 20, 2017, specifies contacting Boeing, and specifies that action as RC: This AD requires repair using a method approved in accordance with the procedures specified in paragraph (i) of this AD.

(3) For purposes of determining compliance with the requirements of this AD, the phrase “FAA-approved repair” may be substituted for “approved repair,” as specified in Boeing Alert Service Bulletin 757-53A0107, dated July 20, 2017.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(4) Except as required by paragraph (h)(2) of this AD: For service information that contains steps that are labeled as RC, the provisions of paragraphs (i)(4)(i) and (i)(4)(ii) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. If a step or substep is labeled “RC Exempt,” then the RC requirement is removed from that step or substep. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

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

(j) Related Information

For more information about this AD, contact David Truong, Aerospace Engineer, Airframe Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5224; fax: 562-627-5210; email: david.truong@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 Service Bulletin 757-53A0107, dated July 20, 2017.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on January 26, 2018.

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



2018-03-11 Bombardier, Inc.: Amendment 39-19184; Docket No. FAA-2017-0811; Product Identifier 2017-NM-068-AD.

(a) Effective Date

This AD is effective March 19, 2018.

(b) Affected ADs

None.

(c) Applicability

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

(1) Bombardier, Inc., Model CL-600-2C10 (Regional Jet Series 700, 701, & 702) airplanes, serial number 10343.

(2) Bombardier, Inc., Model CL-600-2D15 (Regional Jet Series 705) airplanes and Model CL-600-2D24 (Regional Jet Series 900) airplanes, serial numbers 15326 through 15370 inclusive.

(3) Bombardier, Inc., Model CL-600-2E25 (Regional Jet Series 1000) airplanes, serial numbers 19041 and 19042.

(d) Subject

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

(e) Reason

This AD was prompted by a report of rudder yoke components that had not been properly inspected at the supplier. We are issuing this AD to prevent a cracked rudder yoke, which may affect rudder function on the affected side and could result in difficulties in maneuvering the airplane.

(f) Compliance

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

(g) Replacement of Left and Right Rudder Yoke Assemblies

Within 6,600 flight hours after the effective date of this AD, replace the left and right rudder yoke assemblies, in accordance with the Accomplishment Instructions of Bombardier Service Bulletin 670BA-27-073, dated November 23, 2016.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) Canadian AD CF-2017-10, dated February 27, 2017, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0811.

(2) For more information about this AD, contact Aziz Ahmed, Aerospace Engineer, Airframe and Mechanical Systems Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone: 516-228-7329; fax: 516-794-5531.

(j) Material Incorporated by Reference

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

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

(i) Bombardier Service Bulletin 670BA-27-073, dated November 23, 2016.

(ii) Reserved.

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

(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on January 25, 2018.

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



2018-03-12 Airbus: Amendment 39-19185; Docket No. FAA-2017-0707; Product Identifier 2016-NM-014-AD.

(a) Effective Date

This AD is effective March 19, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-211, -212, -214, 231, -232, and -233 airplanes; and Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; certificated in any category; all manufacturer serial numbers, except airplanes specified in paragraphs (c)(1), (c)(2), and (c)(3) of this AD.

(1) Airplanes on which Airbus modification (Mod) 157039 has been embodied in production.

(2) Model A319 series airplanes on which Mod 28238, Mod 28162, and Mod 28342 have been embodied in production.

(3) Model A318 series airplanes on which Mod 39195 has been embodied in production or Airbus Service Bulletin A320-00-1219 has been embodied in service.

(d) Subject

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

(e) Reason

This AD was prompted by reports of fatigue damage in the structure for the door stop fittings on certain fuselage frames (FR). We are issuing this AD to detect and correct cracking at the door stop fitting holes of fuselage FR66 and FR68. Such cracking could result in reduced structural integrity of the airplane due to the failure of structural components.

(f) Compliance

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

(g) Repetitive Rototest Inspections

Within the applicable compliance times specified in table 1 to paragraphs (g) and (j) of this AD and table 2 to paragraphs (g) and (j) of this AD: Do a rototest inspection of all holes below each door stop fitting at fuselage FR66 and FR68, both left-hand (LH) and right-hand (RH) sides, in accordance

with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1288, Revision 01, including Appendixes 01, 02, and 03, dated October 3, 2016; or using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). Repeat the inspections thereafter at the applicable compliance times specified in table 1 to paragraphs (g) and (j) of this AD and table 2 to paragraphs (g) and (j) of this AD, until the modification specified in paragraph (i) of this AD is done. Where the "Threshold" column of table 1 to paragraphs (g) and (j) of this AD and table 2 to paragraphs (g) and (j) of this AD, specifies compliance times in "FC" (flight cycles), those compliance times are total flight cycles since the first flight of the airplane.

Table 1 to paragraphs (g) and (j) of this AD – Aft passenger/crew door cut-out door stop fittings holes at FR 66 WEB LH/RH

Airplanes affected	Threshold	Interval (not to exceed)
A318-PAX (A318-passenger)	Before 33,800 FC	5,900 FC
A319-PAX pre-mod 160001 and pre-mod 160080	Before 42,700 FC	7,500 FC
A319-PAX post-mod 160001 OR A319-PAX post-mod 160080	Before 40,300 FC	7,200 FC
A320 pre-mod 160001 and pre-mod 160080	Before 48,000 FC	9,700 FC
A320 post-mod 160001 OR A320 post-mod 160080	Before 45,000 FC	7,800 FC
A321 pre-mod 160021	Before 34,500 FC or within 30 days after the effective date of this AD, whichever is later without exceeding the accumulation of 42,300 FC since first flight	17,000 FC
A321 post-mod 160021	39,400 FC	8,500 FC

Table 2 to paragraphs (g) and (j) of this AD - Aft passenger/crew door cut-out door stop fittings holes at FR68 WEB LH/RH

Airplanes affected	Threshold	Interval (not to exceed)
A318-PAX	Before 30,800 FC	5,900 FC
A319-PAX pre-mod 160001 and pre-mod 160080	Before 34,400 FC	7,500 FC
A319-PAX post-mod 160001 OR A319-PAX post-mod 160080	Before 33,500 FC	7,200 FC

Airplanes affected	Threshold	Interval (not to exceed)
A320	Before 40,900 FC	9,700 FC
A321 pre-mod 160021	Before 24,400 FC or within 30 days after the effective date of this AD, whichever is later, without exceeding the accumulation of 39,300 FC since first flight	13,600 FC
A321 post-mod 160021	Before 39,300 FC	8,500 FC

(h) Airworthiness Limitations Item (ALI) Inspections Accomplished Before the Effective Date of This AD

Inspections accomplished as specified in ALI task 534129 or task 534130 before the effective date of this AD are acceptable for compliance with the initial inspection required by paragraph (g) of this AD. As of 30 days after the effective date of this AD, repetitive inspections must be continued as required by paragraph (g) of this AD.

(i) Optional Modification

For airplanes on which no cracks were detected during any rototest inspection required by paragraph (g) of this AD: Modifying the affected area by cold working the fastener holes before further flight after no cracks were detected, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1290, Revision 01, dated October 3, 2016, terminates the repetitive inspections required by paragraph (g) of this AD for the modified area only.

(j) Post-Modification Repetitive Inspections

For airplanes on which the modification specified in paragraph (i) of this AD has been done: At the compliance time specified in paragraphs (j)(1), (j)(2), or (j)(3) of this AD, as applicable, accomplish a rototest inspection of all holes at the door stop fitting locations at fuselage FR66 and FR68, both LH and RH sides, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1288, Revision 01, including Appendixes 01, 02, and 03, dated October 3, 2016; or using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA). Repeat the inspection thereafter at intervals not to exceed the applicable compliance times specified in table 1 to paragraphs (g) and (j) of this AD and table 2 to paragraphs (g) and (j) of this AD.

(1) For airplanes with less than 1,800 flight cycles accumulated since first flight of the airplane at the time of accomplishing the modification specified in paragraph (i) of this AD: At the applicable initial compliance time specified in table 1 to paragraphs (g) and (j) of this AD and table 2 to paragraphs (g) and (j) of this AD.

(2) For airplanes with 1,800 flight cycles or more and less than 13,800 flight cycles accumulated since first flight of the airplane at the time of accomplishing the modification specified in paragraph (i) of this AD: Before the accumulation of 48,000 flight cycles since first flight of the airplane.

(3) For airplanes with 13,800 flight cycles or more accumulated since first flight of the airplane at the time of accomplishing the modification specified in paragraph (i) of this AD: Before the accumulation of 60,000 flight cycles since first flight of the airplane.

(k) Repair

If, during any inspection required by paragraph (g) or (j) of this AD, any crack is detected, before further flight, repair using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA. Repair of an airplane as required by this paragraph does not constitute terminating action for the repetitive inspections required by paragraph (g) or (j) of this AD for that airplane, unless specified otherwise in instructions obtained using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA.

(l) Post-Repair Actions for Certain Airplanes

For an airplane that has been inspected as specified in ALI task 534129 or task 534130 and repaired before the effective date of this AD as specified in the applicable structural repair manual (SRM) or as specified in an Airbus repair design approval sheet (RDAS): Comply with the requirements of paragraphs (l)(1) and (l)(2) of this AD.

(1) For all fastener holes where no damage or cracks were detected (i.e., those not repaired), accomplish the actions required by paragraph (g) of this AD, unless the terminating action specified in paragraph (m) of this AD has been done.

(2) For all repaired fastener holes: Within 30 days after the effective date of this AD, or within a compliance time approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA, whichever occurs later, contact the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA; for inspection instructions and applicable corrective actions, and do the inspections and applicable corrective actions accordingly.

(m) Terminating Action for Certain Airplanes

For airplanes that have been inspected, as specified in ALI task 534129 or task 534130, and repaired before the effective date of this AD, as specified in the applicable SRM, or as specified in an Airbus RDAS: Modification of the four fastener holes at door stop locations where no damage or crack was detected (i.e., door stop locations not repaired) by cold working holes before further flight after no cracks were detected, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-53-1290, Revision 01, dated October 3, 2016, constitutes terminating action for the repetitive inspections of those four fastener holes at those door stop locations as required by paragraphs (g) or (l)(1) of this AD for that airplane.

(n) Actions for Airplanes With Certain Repairs

For an airplane that has been repaired before the effective date of this AD in the areas described in this AD using an Airbus RDAS unrelated to ALI task 534129 or task 534130: Before exceeding the compliance times specified in paragraph (g) of this AD, contact the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus's EASA DOA; for corrective action instructions and accomplish those instructions accordingly. Accomplishment of corrective action(s) on an airplane, as required by this paragraph, does not constitute terminating action for the repetitive inspections as required by paragraphs (g) or (j) of this AD for that airplane, as applicable, unless specified otherwise in the instructions.

(o) Terminating Action for ALI Tasks

(1) Accomplishment of inspections on an airplane, as required by paragraphs (g), (j), or (l) of this AD, as applicable, constitutes terminating action for the inspection requirements of ALI task 534129 or task 534130, as applicable, for that airplane.

(2) Modification of the four fastener holes at a door stop location of an airplane as specified in paragraphs (i) or (m) of this AD, as applicable, and subsequent initial inspection required by paragraph (j) of this AD, constitutes terminating action for the inspection requirements of ALI task 534129 or task 534130, as applicable, for those holes for that airplane. Subsequent repetitive inspections are required by paragraph (j) of this AD.

(p) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g) and (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-53-1288, including Appendixes 01 and 02, dated October 10, 2014.

(2) This paragraph provides credit for actions required by paragraphs (i) and (m) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320-53-1290, dated October 10, 2014.

(q) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(r) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016-0238, dated December 2, 2016; corrected January 4, 2017, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0707.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149.

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

(s) Material Incorporated by Reference

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

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

(i) Airbus Service Bulletin A320-53-1288, Revision 01, including Appendixes 01, 02, and 03, dated October 3, 2016.

(ii) Airbus Service Bulletin A320-53-1290, Revision 01, dated October 3, 2016.

(3) For service information identified in this AD, contact Airbus, Airworthiness Office–EIAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone: +33 5 61 93 36 96; fax: +33 5 61 93 44 51; email: account.airworth-eas@airbus.com; internet: <http://www.airbus.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on January 29, 2018.

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



2018-03-13 General Electric Company: Amendment 39-19186; Docket No. FAA-2017-0943; Product Identifier 2017-NE-34-AD.

(a) Effective Date

This AD is effective February 28, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C and CT7-9C3 model turboprop engines with main propeller shaft, part number 77581-11, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7210, Turbine Engine Reduction Gear.

(e) Unsafe Condition

This AD was prompted by the failure of a main propeller shaft. We are issuing this AD to prevent failure of the main propeller shaft. The unsafe condition, if not addressed, could result in in-flight loss of the propeller, loss of engine thrust control, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For propeller gear boxes (PGBs) with 46,000 hours time since new (TSN) or more, perform cleaning, visual inspection, and fluorescent-penetrant inspection (FPI) within 150 hours time in service (TIS) after the effective date of this AD, or one month after the effective date of this AD, whichever occurs first.

(2) For PGBs with 40,000 hours TSN or more, but less than 46,000 hours TSN, perform cleaning, visual inspection, and FPI within 500 hours TIS after the effective date of this AD, not to exceed 46,150 TSN or four months after the effective date of this AD, whichever occurs first.

(3) For PGBs with 30,000 hours TSN or more, but less than 40,000 hours TSN, perform cleaning, visual inspection, and FPI within 1,000 hours TIS after the effective date of this AD, not to exceed 40,500 TSN or eight months after the effective date of this AD, whichever occurs first.

(4) For PGBs with less than 30,000 hours TSN, perform cleaning, visual inspection, and FPI at the next propeller removal, not to exceed 31,000 hours TSN.

(5) Perform the cleaning, visual inspection and FPI, as follows:

(i) Clean the main propeller shaft flange. Use the instructions in paragraph 5, "Main Propeller Shaft," in MM 72-10-00, PROPELLER GEARBOX–CLEANING from GE CT7B Maintenance Manual SEI-576, Rev. 60, dated October 1, 2017.

(ii) Visually inspect the main propeller shaft for wear, corrosion, and cracking. Use the instructions in paragraph 5.A., "Main Propeller Shaft," in MM 72-10-00, PROPELLER GEARBOX–INSPECTION from GE CT7B Maintenance Manual SEI-576, Rev. 60, dated October 1, 2017.

(iii) Spot-fluorescent-penetrant inspect the area on the main propeller shaft flange face within 0.5 inches radially adjacent to the dowel pin holes for cracks. Use the instructions in SPM 70-32-03, SPOT-FLUORESCENT PENETRANT–INSPECTION, Task 70-32-03-230-002 from GE GEK 9250, Commercial Engine Standard Practices Manual, Rev. 106, dated April 1, 2007.

(6) Repeat the cleaning, visual inspection, and FPI of the main propeller shaft at each removal of the propeller.

(7) Before further flight, remove from service any main propeller shaft found cracked, or with corrosion or wear beyond the limits specified in SPM 70-32-03, SPOT-FLUORESCENT PENETRANT–INSPECTION, Task 70-32-03-230-002, from GE GEK 9250, Commercial Engine Standard Practices Manual, Rev. 106, dated April 1, 2007.

(h) Credit for Previous Actions

Main propeller shafts that were replaced with new zero-time parts at an overhaul of the PGB within the last 10,000 hours TIS, or inspected in accordance with GE Service Bulletin (SB) CT7-TP S/B 72-0531, dated June 22, 2017, or GE SB CT7-TP S/B 72-0533, dated October 3, 2017, satisfy the requirements specified in paragraph (g)(5) 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 ECO Branch, 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) SPM 70-32-03, SPOT-FLUORESCENT PENETRANT INSPECTION, TASK 70-32-03-230-002, from the GE Commercial Engine Standard Practices Manual GEK 9250, Rev. 106, dated April 01, 2007.

(ii) MM 72-10-00, PROPELLER GEARBOX INSPECTION, from the GE CT7B Maintenance Manual SEI-576, Rev. 60, dated October 1, 2017.

(iii) MM 72-10-00, PROPELLER GEARBOX–CLEANING, from the GE CT7B Maintenance Manual SEI-576, Rev. 60, dated October 1, 2017.

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

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

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



2018-03-19 Dassault Aviation: Amendment 39-19192; Docket No. FAA-2017-0694; Product Identifier 2017-NM-007-AD.

(a) Effective Date

This AD is effective March 20, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Dassault Aviation Model FALCON 7X airplanes, certificated in any category, serial numbers (S/Ns) 2 through 19 inclusive, except S/Ns 3 and 8.

(d) Subject

Air Transport Association (ATA) of America Code 51, Structure.

(e) Reason

This AD was prompted by a report indicating that a few pockets of fuselage Section T5 lateral panels were manufactured with defects that could reduce the fatigue limit of the affected panels. We are issuing this AD to detect and correct discrepancies of certain fuselage lateral panels, which could lead to crack propagation and possible reduced structural integrity of the fuselage.

(f) Compliance

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

(g) Inspection

Within 99 months or 4,100 flight cycles, whichever occurs first, after the effective date of this AD, do a detailed inspection to measure the pocket depth of the Section T5 fuselage lateral panels, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-042, Revision 1, dated May 3, 2016.

(h) Repair

During the inspection required by paragraph (g) of this AD, if any discrepancy is found, as defined in Accomplishment Instructions of Dassault Service Bulletin 7X-042, Revision 1, dated May 3, 2016, before further flight, contact the FAA, the European Aviation Safety Agency (EASA), or

Dassault Aviation's EASA Design Organization Approval (DOA) for approved repair instructions, and, within the compliance time specified in those instructions, accomplish the repair accordingly.

(i) Installation

For airplanes having S/Ns 16, 17, and 19: Within 99 months or 4,100 flight cycles, whichever occurs first, after the effective date of this AD, install a stiffener on the forward pocket of Section T5 fuselage lateral panels, in accordance with the Accomplishment Instructions of Dassault Service Bulletin 7X-042, Revision 1, dated May 3, 2016.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g) and (i) of this AD, if those actions were performed before the effective date of this AD using Dassault Service Bulletin 7X-042, dated January 3, 2011.

(k) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(l) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2016-0250, dated December 15, 2016, for related information. This MCAI may be found in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0694.

(2) For more information about this AD, contact Tom Rodriguez, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone 425-227-1137; fax 425-227-1149.

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

(m) Material Incorporated by Reference

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

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

(i) Dassault Service Bulletin 7X-042, Revision 1, dated May 3, 2016.

(ii) Reserved.

(3) For service information identified in this AD, contact Dassault Falcon Jet Corporation, Teterboro Airport, P.O. Box 2000, South Hackensack, NJ 07606; telephone 201-440-6700; internet <http://www.dassaultfalcon.com>.

(4) You may view this service information at the FAA, Transport Standards Branch, 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

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

Issued in Renton, Washington, on January 30, 2018.

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



2018-03-20 Airbus: Amendment 39-19193; Docket No. FAA-2018-0075; Product Identifier 2013-NM-251-AD.

(a) Effective Date

This AD becomes effective February 27, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes, certificated in any category, all manufacturer serial numbers on which Airbus modification 58244 or modification 58245 has been embodied in production, except those on which modification 202779 has been embodied in production.

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire protection.

(e) Reason

This AD was prompted by a report indicating that a pipe of the fire extinguishing system in the forward cargo compartment was too long, and therefore could be installed only under stress, which applies pressure to the pipe clamp. We are issuing this AD to prevent this pipe clamp from breaking, allowing the pipe to come into contact with the structure, possibly resulting in leakage in the Halon piping. This condition could lead to functional loss of the fire extinguishing system, which, in combination with a fire, could lead to an uncontrolled fire in the lower deck cargo compartment, and possible loss of the airplane.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the actions at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2013-0291, dated December 9, 2013.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2013-0291, dated December 9, 2013, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0075.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1138; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on January 2, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2018-03-21 Airbus: Amendment 39-19194; Docket No. FAA-2018-0076; Product Identifier 2013-NM-227-AD.

(a) Effective Date

This AD becomes effective February 27, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A330-202, -203, -223, and -243 airplanes, certificated in any category, all manufacturer serial numbers which incorporate the Airbus modifications specified in paragraphs (c)(1), (c)(2), or (c)(3) of this AD; except those airplanes which incorporate Airbus modification 200195, or Airbus modification 40487 (in production modification for installation of Pacific-Scientific fire extinguisher bottles), or Airbus Service Bulletin A330-26-3013 (in-service modification for installation of Pacific-Scientific fire extinguisher bottles).

- (1) Airbus modification 45785.
- (2) Airbus modification 45883.
- (3) Airbus modification 46616.

(d) Subject

Air Transport Association (ATA) of America Code 26, Fire protection.

(e) Reason

This AD was prompted by a design review of the airplane configuration incorporating Kidde fire extinguisher bottles and an optional galley cooling rack installation, which revealed that the air cooling rack is installed too close to the supply hose of the high rate fire extinguishing bottle in the area of frame (FR) 34. We are issuing this AD to detect and correct inadequate physical separation between the flexible supply hose and the air cooling rack and consequent chafing and possible loss of the fire extinguishing system for the lower deck cargo compartment. Such a condition could result in an uncontrolled fire in the cargo compartment.

(f) Compliance

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

(g) Required Action(s)

Within 30 days after the effective date of this AD, request instructions from the Manager, International Section, Transport Standards Branch, FAA, to address the unsafe condition specified in paragraph (e) of this AD; and accomplish the actions at the times specified in, and in accordance with, those instructions. Guidance can be found in Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency (EASA) AD 2014-0248, dated November 19, 2014.

(h) 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 (i)(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.

(i) Related Information

(1) Refer to MCAI EASA AD 2014-0248, dated November 19, 2014, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0076.

(2) For more information about this AD, contact Vladimir Ulyanov, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1138; fax: 425-227-1149.

(j) Material Incorporated by Reference

None.

Issued in Renton, Washington, on February 2, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.



2018-03-22 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-19195; Docket No. FAA-2017-0658; Product Identifier 2017-NE-20-AD.

(a) Effective Date

This AD is effective March 21, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GE Aviation Czech s.r.o. M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F turboprop engines, with power turbine (PT) rotors with disks, part number (P/N) M601-3220.6 or P/N M601-3220.7, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a review by the manufacturer that determined that PT rotors with disks, P/N M601-3220.6 or P/N M601-3220.7, have less overspeed margin than originally declared during product certification. We are issuing this AD to prevent failure of the PT rotor. The unsafe condition, if not addressed, could result in failure of the PT rotor, uncontained release of the PT disk, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

After the effective date of this AD, remove the affected PT disk from service during the next engine overhaul or rebuild, or within 5 years, whichever occurs first.

(h) Installation Prohibition

After the effective date of this AD, do not install an affected PT disk on any engine.

(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)(1) 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

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2017-0100, dated June 8, 2017, for more information. You may examine the MCAI in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-0658.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on February 8, 2018.
Robert J. Ganley,
Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.



2018-04-01 Airbus: Amendment 39-19196; Docket No. FAA-2018-0109; Product Identifier 2018-NM-022-AD.

(a) Effective Date

This AD becomes effective February 15, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Model A320-271N, A321-271N, and A321-272N airplanes, certificated in any category, all manufacturer serial numbers.

(d) Subject

Air Transport Association (ATA) of America Code 72, Engine.

(e) Reason

This AD was prompted by reports of two engine in-flight shutdowns (IFSDs) and two rejected takeoffs. We are issuing this AD to address a high-pressure compressor (HPC) rear hub knife edge seal fracture, which could lead to a sudden increase in high rotor vibration and stall in certain PW1100G-JM engines, and consequent IFSDs or rejected takeoffs.

(f) Compliance

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

(g) Affected Engines

For the purpose of this AD, affected engines are International Aero Engines Model PW1127G-JM, PW1127GA-JM, PW1130G-JM, PW1133G-JM, and PW1133GA-JM engines, having engine serial numbers P770450 and subsequent.

(h) Operational Restrictions

(1) No later than 3 flight cycles after the effective date of this AD, do not operate an airplane having two affected engines installed.

(2) For an airplane having at least one affected engine installed: No later than 1 flight cycle after the effective date of this AD, extended operations (ETOPS) are not allowed.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA emergency Airworthiness Directive 2018-0041-E, dated February 9, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0109.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 1601 Lind Avenue SW, Renton, WA 98057-3356; telephone: 425-227-1405; fax: 425-227-1149.

(k) Material Incorporated by Reference

None.

Issued in Renton, Washington, on February 12, 2018.
Michael Kaszycki,
Acting Director, System Oversight Division,
Aircraft Certification Service.