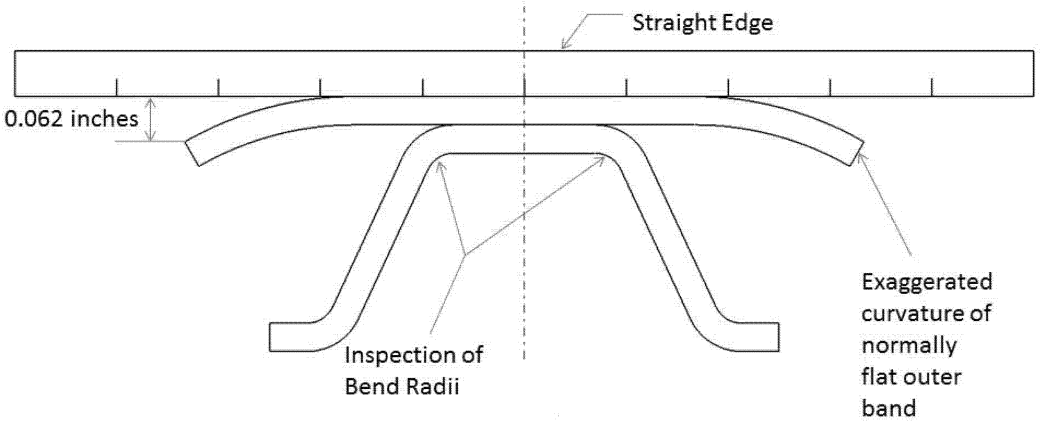

Figure 1 to paragraphs (k)(1)(iii) and (v) of this AD: Cross section of v-band coupling

(iv) With the t-bolt in the 12 o'clock position, visually inspect the coupling for the attachment of the outer band to the v-retainer coupling segments by inspecting for gaps between the outer band and the v-retainer coupling segments between approximately the 1 o'clock through 11 o'clock position. It is recommended to use backlighting to see gaps. If gaps between the outer band and the v-retainer coupling segments are found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(v) Visually inspect the bend radii of the coupling v-retainer coupling segments for cracks. Inspect the radii throughout the length of the segment. See figure 1 to paragraphs (k)(1)(iii) and (v) of this AD. If any cracks are found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vi) Visually inspect the outer band opposite the t-bolt for damage (distortion, creases, bulging, or cracks), which may be caused from excessive spreading of the coupling during installation and/or removal. If any damage is found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(2) If the removed exhaust tailpipe v-band coupling passes all of the inspection steps listed in paragraphs (k)(1)(i) through (vi) of this AD, you may re-install the same v-band coupling. After the coupling is re-installed and torqued as specified in Replacement of the V-Band Coupling, paragraph (i) of this AD, verify there is space between each v-retainer coupling segment below the t-bolt. If there is no space between each v-retainer coupling segment below the t-bolt, before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(3) The inspections required in paragraphs (k)(1) and (2) of this AD only apply to re-installing the same exhaust tailpipe v-band coupling that was removed as specified in paragraph (j) of this AD. It does not apply to installation of a new v-band coupling. These inspections do not terminate the 500-hour TIS repetitive replacement of the v-band coupling and do not restart the hours TIS for the repetitive replacement of the v-band coupling.

(4) As of May 3, 2018 (the effective date of this AD), do not install a used exhaust tailpipe v-band coupling on the airplane except for the reinstallation of the inspected exhaust tailpipe v-band coupling that was removed as specified in paragraphs (j) and (k) of this AD.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. The Manager, Chicago ACO Branch, FAA, has the authority to approve AMOCs concerning STC SA1035WE, 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 Wichita ACO Branch, send it to the attention of the person identified in paragraph (m) of this AD. If sending information directly to the manager of the Chicago ACO Branch, send it to the attention of John Tallarovic, Aerospace Engineer, AIR–7C3 Chicago ACO Branch, 2300 East Devon Avenue, Des Plaines, IL 60018–4696; telephone: (847) 294–8180; fax: (847) 294–7834; email: *john.m.tallarovic@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.

(m) Related Information

For more information about this AD, contact Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946–4196; fax: (316) 946–4107; email: *thomas.teplik@faa.gov.*

(n) Material Incorporated by Reference

None.

Issued in Kansas City, Missouri, on March 20, 2018.

Melvin J. Johnson,

Deputy Director, Policy & Innovation Division, Aircraft Certification Service.

[FR Doc. 2018–06092 Filed 3–28–18; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2017–0902; Product Identifier 2016–NM–188–AD; Amendment 39–19224; AD 2018–06–04]

RIN 2120–AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2004–03–07, which applied to certain Airbus Model A320–111, –211, –212, and –231 series airplanes. AD 2004–03–07 required repetitive inspections for fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at a certain frame (FR), adjacent to the longitudinal beams on the left and right sides of the airplane; and repair as necessary. This new AD retains certain requirements of AD 2004–03–07, expands the applicability, and requires an inspection of the fastener holes on the pressure panel and modification or repair as applicable. This AD was prompted by fatigue tests which revealed cracking around the fasteners attaching the pressure panel to the flexible bracket, and by the discovery of additional cracks under the longitudinal beams at locations that are not included in the inspection area required by AD 2004–03–07. We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 3, 2018.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of May 3, 2018.

The Director of the Federal Register approved the incorporation by reference of a certain other publication listed in this AD as of March 15, 2004 (69 FR 5907, February 9, 2004).

ADDRESSES: For service information identified in this final rule, 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.* You may view this referenced service information at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. It is also available on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2017–0902.

Examining the AD Docket

You may examine the AD docket on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2017–0902; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (telephone 800–647–5527) is Docket Management Facility, U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206–231–3223; fax 206–231–3398.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2004–03–07, Amendment 39–13451 (69 FR 5907, February 9, 2004) (''AD 2004–03–07''). AD 2004–03–07 applied to certain Airbus Model A320–111, –211, –212, and –231 series airplanes. The NPRM published in the **Federal Register** on October 6, 2017 (82 FR 46729). The NPRM was prompted by fatigue tests which revealed cracking around the fasteners attaching the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, and by the discovery of additional cracks under the longitudinal beams at locations that are not included in the inspection area required by AD 2004–03–07. The NPRM proposed to continue to require certain requirements of AD 2004–03–07. The NPRM also proposed to expand the applicability and require an inspection of the fastener holes on the pressure panel between FR 35 and FR 36 under the longitudinal beam and modification or repair as applicable. We are issuing this AD to detect and correct fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at the FR 36 adjacent to the longitudinal beams, which could result in reduced structural integrity of the airplane and possible rapid decompression of the airplane.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Airworthiness Directive 2016–0206, dated October 13, 2016; corrected October 14, 2016 (referred to after this as the Mandatory Continuing Airworthiness Information, or ''the MCAI''), to correct an unsafe condition for certain Airbus Model A318 and Model A319 series airplanes, Model A320–211, –212, –214, –231, –232, and –233 airplanes, and Model A321–111, –112, –131,–211, –21–, 213, –231, and –232 airplanes. The MCAI states:

> During fatigue tests, cracks were found around the fasteners connecting the pressure panel with the flexible bracket at fuselage frame (FR) 36, adjacent to the longitudinal beams on left-hand (LH) and right-hand (RH) sides.
>
> This condition, if not detected and corrected, could impair the structural integrity of the aeroplane.
>
> To address this unsafe condition, DGAC [Direction Générale de l'Aviation Civile] France issued [French] AD 2000–531–155(B) [which corresponds with FAA AD 2004–03–07] to require repetitive inspections of the longitudinal beams of the FR 36 pressure panel and, depending on findings, the accomplishment of a repair.
>
> Since that [French] AD was issued, additional cracks have been found under the beams, but in locations not covered by the required inspections. Fatigue and damage tolerance analyses were performed, the results of which indicated that all the holes in the pressure panel above all the longitudinal beams have to be cold worked.
>
> For the reasons described above, this [EASA] AD retains the requirements of DGAC France AD 2000–531–155(B), which is superseded, extends the applicability to all A320 family aeroplanes and requires [a special detailed inspection of the fastener holes on the pressure panel between FR35 and FR36 under the longitudinal beam and] modification [or repair] of all the affected holes.
>
> This [EASA] AD is republished to correct the number of the superseded DGAC AD.

You may examine the MCAI in the AD docket on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2017–0902.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the NPRM and the FAA's response to each comment.

Request To Remove Reporting Requirement

United Airlines (UAL) requested that we omit paragraph (k)(2)(ii) of the proposed AD, which would require operators to report any findings of cracking that exceeded the limits specified in Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, from the proposed AD. UAL stated that paragraph (k)(2)(ii) of the proposed AD is confusing and unjustified because there is no explanation for why it is required when it was not included in EASA AD 2016–0206. UAL stated the requirement to report findings in paragraph (k)(2)(ii) is redundant with the actions of paragraph (k)(2)(i) of the proposed AD. UAL noted that for the

crack repair specified in paragraph (k)(2)(i) of the proposed AD, the findings would be reported. UAL suggested the paragraph (k)(2)(ii) of the proposed AD required using an unconventional means to report findings that might require additional procedures and training specific to the proposed AD. UAL also stated that restricting reporting to a website may cause issues if the sender does not have access and that Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, lists alternative options for reporting, like email, fax, or mail.

We agree to remove the reporting requirement specified in paragraph (k)(2)(ii) of the proposed AD from this AD. Neither Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, nor the MCAI specifically includes reporting to a website as specified in paragraph (k)(2)(ii) of the proposed AD. We note that Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, does include reporting within the required for compliance (RC) procedure for the repair, which indicates that reporting would be required regardless of whether reporting was called out in the MCAI. We also verified with EASA that reporting should be done as defined in the service information. However, we have determined that a specific reporting requirement is not necessary. As stated by the commenter, operators will report findings to obtain the repair, which is specified in paragraph (k)(2)(i) of the proposed AD. We have removed paragraphs (k)(2)(i) and (k)(2)(ii) from this AD and revised paragraph (k)(2) of this AD to include the information that was in paragraph (k)(2)(i) of the proposed AD. We have also added paragraph (n) to this AD to specify that reporting is not required for this AD and redesignated the subsequent paragraphs accordingly.

Request To Refer to Latest Service Information

Two commenters requested that we refer to the latest service information. UAL requested that we update paragraph (k) of the proposed AD to use Airbus Service Bulletin A320–53–1264, Revision 02, dated March 14, 2017, which corrects an error with the fastener lengths for part number (P/N) EN6115K3. We infer that UAL intended to refer to Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017, because there is no Revision 02 for Airbus Service Bulletin A320–53–1264, and because P/N EN6115K3 is referenced in Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017. Airbus requested that we refer to Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017, in the proposed AD.

We agree to refer to the latest service information in this AD. In addition to Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017, we have also reviewed Airbus Service Bulletin A320–53–1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017, which updates kit information and figures among other minor changes. We have revised paragraph (k)(1) of this AD accordingly. We have also provided credit for Airbus Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016; and Airbus Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016; in paragraphs (o)(3)(ii) and (o)(3)(iv) of this AD, respectively.

Request To Include Additional Airplane Models in the Applicability

Airbus requested that Model A320–215 and Model A320–216 airplanes be in included in the applicability of the proposed AD. The commenter noted that these airplane models are included in the MCAI.

We do not agree with the commenter's request. We have not certified Model A320–215 airplanes for operation in the U.S., and therefore, we did not include that model in the applicability of this AD. We did not include Model A320–216 airplanes in the applicability of this AD because the MCAI was already added to the required airworthiness action list (RAAL) for Model A320–216 airplanes. We have not changed this AD in this regard.

Request To Revise Service Bulletin Descriptions in the Related Service Information Under 1 CFR Part 51 Paragraph in the Preamble of the NPRM

Airbus stated that the proposed AD identifies the means of inspection, *i.e.,* rototest inspection, using three different wordings in the descriptions of the service bulletins specified in the Related Service Information under 1 CFR part 51 paragraph in the preamble of the NPRM. Airbus also stated that Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017, no longer contains a rototest inspection requirement. In addition, Airbus noted that Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017, does not contain repair instructions. We infer the commenter is requesting that we revise the service bulletin descriptions in the Related Service Information under 1 CFR part 51 paragraph in the preamble of the NPRM.

We acknowledge the description of the rototest inspection is different for each service bulletin specified in the Related Service Information under 1 CFR part 51 paragraph in the preamble of the NPRM. In the NPRM, we matched the description of the inspection as given in each service bulletin specified in the Related Service Information under 1 CFR part 51 paragraph. We have revised the description of Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017, to remove the reference to an inspection and repair.

Request To Clarify What Prompted the Proposed AD

Airbus requested that we revise paragraph (e) of the proposed AD to clarify that the proposed AD was prompted by a report of cracking in an additional area. Airbus stated that paragraph (e) of the proposed AD describes only the fatigue test results that prompted AD 2004–03–07.

We agree to revise paragraph (e) of this AD for clarity. This AD was prompted by the original report of cracking and the additional report. We have revised paragraph (e) of this AD to include the additional cracking that prompted the issuance of this AD.

Request To Revise Repair Language in Paragraph (k)(2)(i) of the Proposed AD

Airbus requested that we revise the language in paragraph (k)(2)(i) of the proposed AD, which specifies to repair any cracking in accordance with Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016. Airbus stated that this service information does not provide direct repair instructions and instead specifies to contact Airbus.

We agree to clarify the language in paragraph (k)(2) of this AD (which corresponds with paragraph (k)(2)(i) of the proposed AD). Paragraph (k)(2) of this AD also specifies that where Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, specifies to contact Airbus for appropriate action, and specifies that action as ''RC'' (Required for Compliance), operators must request approval of repair instructions using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD, and accomplish the repair accordingly within the compliance time specified in those instructions. We have not changed this AD in this regard.

Request To Include Wording From the MCAI in Paragraph (m)(1)(iii) of the Proposed AD

Airbus requested that we revise paragraph (m)(1)(iii) of the proposed AD. Airbus stated the wording is similar to paragraph (9) of the MCAI except that the important wording ''in accordance with Airbus approved instructions that identify the repair as technically equivalent to the accomplishment of Airbus SB A320–53–1240 or SB A320–53–1263'' is omitted.

We disagree with the commenter's request. The intent of paragraph (m)(1)(iii) of this AD is to obtain corrective actions from the manufacturer that are approved by the FAA, EASA, or Airbus's EASA Design Organization Approval (DOA). These approved instructions will provide an equivalent level of safety. We have not changed this AD in this regard.

Conclusion

We reviewed the available data, including the comments received, and determined that air safety and the public interest require adopting this AD with the changes described previously and minor editorial changes. We have determined that these changes:

- Are consistent with the intent that was proposed in the NPRM for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

We also determined that these changes will not increase the economic burden on any operator or increase the scope of this AD.

Related Service Information Under 1 CFR Part 51

Airbus has issued Service Bulletin A320–53–1029, Revision 01, including Appendix 01, dated April 29, 2002. The service information describes procedures for repairing cracking.

Airbus has also issued Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016; and A320–53–1240, Revision 02, dated March 14, 2017, which describe procedures for modifying the pressure panel above the left and right longitudinal beams, by cold working the attachment holes under the longitudinal beam at FR 36 for airplanes on which no cracking was found. Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016 also includes related investigative action (*e.g.,* high frequency eddy current (rototest) inspection of all the removed fastener holes) and corrective actions (*e.g.,* repair). These documents are distinct since they are different revision levels.

Airbus has also issued Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016; and A320–53–1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017, which describe procedures for modifying the pressure panel above the left and right longitudinal beams, including related investigative actions (*e.g.,* eddy current rotating probe inspection of the fastener holes) and corrective actions (*e.g.,* repair), by adding a doubler and a filler, and cold expansion of the holes under the longitudinal beam at FR 36 for airplanes on which cracking was found. These documents are distinct because they are different revision levels.

Airbus has also issued Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016. The service information describes procedures for a special detailed inspection (rotating probe) for cracking of the fastener holes on the pressure panel between FR 35 and FR 36 under the longitudinal beam and repair of any crack.

This service information is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Costs of Compliance

We estimate that this AD affects 737 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Inspection [Retained from AD 2004–03–07].	Up to 2 work-hours × $85 per hour = $170 per inspection cycle.	$0	Up to $170 per inspection cycle.	Up to $125,290 per inspection cycle.
Inspection [new proposed requirement]	13 work-hours × $85 per hour = $1,105	$0	$1,105	$814,385.

We estimate the following costs to do any necessary modifications that will be required based on the results of the inspection. We have no way of determining the number of aircraft that might need these modifications:

ON-CONDITION COSTS

Action	Labor cost	Parts cost	Cost per product
Modification	Up to 213 work-hours × $85 per hour = $18,105.	Up to $8,510	Up to $26,615.

We have received no definitive data that will enable us to provide a cost estimate for the on-condition repairs specified in this AD.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. ''Subtitle VII: Aviation Programs,'' describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in ''Subtitle VII, Part A, Subpart III, Section 44701: General requirements.'' Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C.

In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to transport category airplanes to the Director of the System Oversight Division.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

1. Is not a ''significant regulatory action'' under Executive Order 12866;

2. Is not a ''significant rule'' under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);

3. Will not affect intrastate aviation in Alaska; and

4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

■ 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by removing Airworthiness Directive (Airworthiness Directive (AD) 2004–03–07, Amendment 39–13451 (69 FR 5907, February 9, 2004), and adding the following new AD:

2018–06–04 Airbus: Amendment 39–19224; Docket No. FAA–2017–0902; Product Identifier 2016–NM–188–AD.

(a) Effective Date

This AD is effective May 3, 2018.

(b) Affected ADs

This AD replaces AD 2004–03–07, Amendment 39–13451 (69 FR 5907, February 9, 2004) (''AD 2004–03–07'').

(c) Applicability

This AD applies to the Airbus airplanes identified in paragraphs (c)(1) through (c)(4) of this AD, certificated in any category, except for airplanes on which Airbus Modification 151574 was embodied in production.

(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, –231, –232, and –233 airplanes.

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

(d) Subject

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

(e) Reason

This AD was prompted by fatigue tests which revealed cracking around the fasteners attaching the pressure panel to the flexible bracket at frame (FR) 36, adjacent to the longitudinal beams on the left and right sides of the airplane, and by the discovery of additional cracks under the longitudinal beams at locations that are not included in the inspection area required by AD 2004–03–07. We are issuing this AD to detect and correct fatigue cracking around the fasteners attaching the pressure panel to the flexible bracket at the FR 36 adjacent to the longitudinal beams, which could result in reduced structural integrity of the airplane and possible rapid decompression of the airplane.

(f) Compliance

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

(g) Retained Inspection and Follow-on Actions, With No Changes

This paragraph restates the requirements of paragraphs (a) and (b) of AD 2004–03–07, with no changes.

(1) For Model A320–211, –212, and –231 series airplanes having serial numbers 0002 through 0107 inclusive, except those airplanes on which Airbus Modification 21202/K1432 has been incorporated in production, or on which Airbus Service Bulletin A320–53–1029, Revision 01, including Appendix 01, dated April 29, 2002, has been incorporated in service: Prior to the accumulation of 30,000 total flight cycles, do a rotating probe inspection on airplanes with a center fuel tank, or a detailed inspection on airplanes without a center fuel tank, to detect cracking around the fasteners that attach the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1030, Revision 01, excluding Appendix 01, dated May 21, 2002.

(2) If no crack is detected by the inspection required by paragraph (g)(1) of this AD, repeat the applicable inspection thereafter at intervals not to exceed 6,000 flight cycles for airplanes without a center fuel tank, and at intervals not to exceed 18,000 flight cycles for airplanes with a center fuel tank.

(h) Retained Corrective Actions, With Specific Delegation Approval Language

This paragraph restates the requirements of paragraphs (c) and (d) of AD 2004–03–07, with specific delegation approval language.

(1) If any crack is detected during any inspection required by paragraph (g)(1) of this AD, before further flight, repair the affected structure by accomplishing all applicable actions in accordance with paragraphs 3.B. through 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A320–53–1030, Revision 01, excluding Appendix 01, dated May 21, 2002. Repeat the applicable inspection thereafter at intervals not to exceed 6,000 flight cycles for airplanes without a center fuel tank, and at intervals not to exceed 18,000 flight cycles for airplanes with a center fuel tank. For any area where cracking is repaired, the repair constitutes terminating action for the repetitive inspection of that area.

Note 1 to paragraph (h)(1) of this AD: Airbus Service Bulletin A320–53–1030 references Airbus Service Bulletin A320–53–1029, Revision 01, including Appendix 01, dated April 29, 2002, as an additional source of service information for certain repairs.

(2) If Airbus Service Bulletin A320–53–1030, Revision 01, excluding Appendix 01, dated May 21, 2002, specifies to contact the manufacturer for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD.

(i) Retained Optional Terminating Action, With Revised Compliance Language

This paragraph restates the requirements of paragraph (e) of AD 2004–03–07, with revised compliance language, to provide optional terminating action for paragraphs (g) and (h) of this AD. For Model A320–211, –212, and –231 series airplanes having serial numbers 0002 through 0107 inclusive, except those airplanes on which Airbus Modification 21202/K1432 has been incorporated in production, or Airbus Service Bulletin A320–53–1029, Revision 01, including Appendix 01, dated April 29, 2002, has been incorporated in service: Modification, before the effective date of this AD, of the structure around the fasteners that attach the pressure panel to the flexible bracket at FR 36, adjacent to the longitudinal beams on the left and right sides of the airplane, by accomplishing all applicable actions in accordance with paragraphs 3.A. through 3.E. of the Accomplishment Instructions of Airbus Service Bulletin A320–53–1029, Revision 01, including Appendix 01, dated April 29, 2002, constitutes terminating action for the actions required by paragraphs (g) and (h) of this AD.

(j) New Requirement of This AD: Inspection

For all airplanes, except for airplanes identified in paragraph (l) of this AD: At the applicable time specified in table 1 to paragraph (j) of this AD, do a special detailed inspection for cracking of the fastener holes

on the pressure panel between FR 35 and FR 36 under the longitudinal beam, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016.

Table 1 to Paragraph (j) of this AD - *Pressure Panel Inspection /Modification Threshold*

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
All airplanes, except Model A318 Elite airplanes; Model A319CJ airplanes (Corporate Jet - airplanes equipped with Modifications 28238, 28162, and 28342); Airbus Model A319 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed as retrofit); Airbus Model A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed as retrofit)	Less than 12,000 flight cycles and 24,000 flight hours	**A:** Before accumulating 12,000 flight cycles or 24,000 flight hours since the airplane's first flight; or **B:** Within 5,000 flight cycles or 10,000 flight hours after the effective date of this AD; whichever occurs later, **A** or **B**
	12,000 flight cycles or 24,000 flight hours or more, but less than 30,000 flight cycles and 60,000 flight hours	Within 5,000 flight cycles or 10,000 flight hours after the effective date of this AD, without exceeding 33,000 flight cycles or 66,000 flight hours since the airplane's first flight
	30,000 flight cycles or 60,000 flight hours or more, but less than 40,000 flight cycles and 80,000 flight hours	Within 3,000 flight cycles or 6,000 flight hours after the effective date of this AD, without exceeding 41,800 flight cycles or 83,600 flight hours since the airplane's first flight
	40,000 flight cycles or 80,000 flight hours or more, but less than 44,000 flight cycles and 88,000 flight hours	Within 1,800 flight cycles or 3,600 flight hours after the effective date of this AD, without exceeding 44,600 flight cycles or 89,200 flight hours since the airplane's first flight
	44,000 flight cycles or 88,000 flight hours or more	Within 600 flight cycles or 1,200 flight hours after the effective date of this AD

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A318 Elite airplanes	Less than 11,300 flight cycles and 33,900 flight hours	**A**: Before accumulating 11,300 flight cycles or 33,900 flight hours since airplane first flight; or **B**: Within 2,500 flight cycles or 7,600 flight hours after the effective date of this AD; whichever occurs later, **A** or **B**
	11,300 flight cycles or 33,900 flight hours or more	Within 2,500 flight cycles or 7,600 flight hours after the effective date of this AD
Model A319CJ airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have not been embodied (sharklets not installed)	Less than 6,300 flight cycles and 27,000 flight hours	**A**: Before accumulating 6,300 flight cycles or 27,000 flight hours since airplane first flight; or **B**: Within 2,300 flight cycles or 11,300 flight hours after the effective date of this AD; whichever occurs later, **A** or **B**
	6,300 flight cycles or 27,000 flight hours or more, but less than 14,300 flight cycles and 68,300 flight hours	Within 2,300 flight cycles or 11,300 flight hours after the effective date of this AD, without exceeding 15,700 flight cycles or 75,100 flight hours since the airplane's first flight
	14,300 flight cycles or 68,300 flight hours or more	Within 1,400 flight cycles or 6,800 flight hours after the effective date of this AD

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A319 and A320 series airplanes on which the actions specified in Airbus Service Bulletin A320-57-1193 have been embodied (sharklets installed)	Less than 9,000 flight cycles and 18,000 flight hours	**A**: Before accumulating 9,800 flight cycles or 19,600 flight hours since the airplane's first flight; or **B**: Within 3,300 flight cycles or 6,600 flight hours after the effective date of this AD; whichever occurs later, **A** or **B***
	9,000 flight cycles or 18,000 flight hours or more, but less than 24,000 flight cycles and 48,000 flight hours	Within 3,300 flight cycles or 6,600 flight hours after the effective date of this AD, without exceeding 25,300 flight cycles or 50,600 flight hours since the airplane's first flight*
	24,000 flight cycles or 48,000 flight hours or more, but less than 30,000 flight cycles and 60,000 flight hours	Within 1,300 flight cycles or 2,600 flight hours after the effective date of this AD, without exceeding 30,700 flight cycles or 61,400 flight hours since the airplane's first flight*
	30,000 flight cycles or 60,000 flight hours or more, but less than 32,000 flight cycles and 64,000 flight hours	Within 700 flight cycles or 1,400 flight hours after the effective date of this AD, without exceeding 32,300 flight cycles or 64,600 flight hours since the airplane's first flight*
	32,000 flight cycles or 64,000 flight hours or more, but less than 33,000 flight cycles and 66,000 flight hours	Within 300 flight cycles or 600 flight hours after the effective date of this AD, without exceeding 33,000 flight cycles or 66,000 flight hours since the airplane's first flight; or within 30 days after the effective date of this AD; whichever occurs later*

Affected airplanes	Time accumulated by the airplane on the effective date of this AD (flight cycles and flight hours since the airplane's first flight)	Compliance time (flight cycles or flight hours, whichever occurs first)
Model A319 airplanes used as CJ post Airbus Service Bulletin A320-57-1193	Less than 4,200 flight cycles and 18,000 flight hours	**A**: Before accumulating 4,500 flight cycles or 19,600 flight hours since the airplane's first flight; or **B**: Within 1,600 flight cycles or 6,800 flight hours after the effective date of this AD; whichever occurs later, **A** or **B****
	4,200 flight cycles or 18,000 flight hours or more, but less than 14,300 flight cycles and 61,400 flight hours	Within 1,600 flight cycles or 6,800 flight hours after the effective date of this AD, without exceeding 15,300 flight cycles or 65,700 flight hours since the airplane's first flight**
	14,300 flight cycles or 61,400 flight hours or more but less than 18,000 flight cycles or 77,400 flight hours	Within 1,000 flight cycles or 4,300 flight hours after the effective date of this AD**
For A319 and A320 airplanes with a sharklet installed as a retrofit (post-Airbus Service Bulletin A320-57-1193 (post-mod 160080)): Guidance on determining an alternative compliance time for the initial inspection can be found in in "Compliance Time" of Part 2, Damage Tolerant Airworthiness Limitation Items, of the Model A318/A319/A320/A321 Airworthiness Limitations Section; however, to use that alternative compliance time, operators must request an alternative method of compliance using a method approved in accordance with the procedures specified in paragraph (p)(1) of this AD.		
* Without exceeding the time at which an inspection is required through the threshold or compliance time of a Model A320 airplane, pre-Airbus Service Bulletin A320-57-1193 (pre-mod 160080).		
** Without exceeding the time at which an inspection is required through the threshold or compliance time of a Model A319CJ airplane, pre-Airbus Service Bulletin A320-57-1193 (pre-mod 160080).		

(k) On-Condition Actions

(1) If, during any inspection required by paragraph (j) of this AD, no cracking is found, or cracking is found that is within the limits specified in Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016: Before further flight, modify the pressure panel above the left and right longitudinal beams, including doing all applicable related investigative and corrective actions, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017; or Service Bulletin A320–53–1263, Revision 02, excluding

Appendix 01 and including Appendix 02, dated December 6, 2017, as applicable. Do all related investigative and corrective actions before further flight. Where Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017; or Service Bulletin A320–53–1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017; specify to contact Airbus for appropriate action: Before further flight, accomplish the repair using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD.

(2) If, during any inspection required by paragraph (j) of this AD, any cracking is found that exceeds the limits specified in Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016: Before further flight, repair any cracking in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016. Where Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, specifies to contact Airbus for appropriate action, and specifies that action as ''RC'' (Required for Compliance), before further flight, request approval of repair instructions using a method approved in accordance with the procedures specified in paragraph (p)(2) of this AD, and accomplish the repair accordingly within the compliance time specified in those instructions. If no compliance time is defined in the repair instructions, accomplish the repair before further flight.

(l) Actions for Certain Airplanes

For Model A319 and Model A320 series airplanes on which the actions specified in Airbus Service Bulletin A320–57–1193 have been embodied and the airplane has accumulated 33,000 flight cycles or 66,000 flight hours or more since the airplane's first flight on the effective date of this AD: Within 30 days after the effective date of this AD, contact the Manager, International Section, Transport Standards Branch FAA; or the European Aviation Safety Agency (EASA); or Airbus's EASA Design Organization Approval (DOA) for approved repair instructions and within the compliance time specified in those instructions, accomplish the repair accordingly. If approved by the DOA, the approval must include the DOA-authorized signature. If no compliance time is defined in the repair instructions, accomplish the repair before the next flight.

(m) Terminating Action for Repetitive Inspections

(1) Modification of an airplane as specified in paragraph (m)(1)(i), (m)(1)(ii), or (m)(1)(iii) of this AD constitutes terminating action for the repetitive inspection required by paragraph (g)(2) of this AD for that airplane only.

(i) Modification of an airplane as required by paragraph (k)(1) of this AD.

(ii) Modification of an airplane prior to the effective date of this AD, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016; or Airbus Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016; as applicable.

(iii) Modification of an airplane using instructions obtained in accordance with the procedures specified in paragraph (p)(2) of this AD.

(2) Repair of an airplane as required by paragraph (k)(2) of this AD constitutes terminating action for the repetitive inspections required by paragraph (g)(2) of this AD for that airplane, unless specified otherwise in the repair instructions 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) No Reporting Requirement

Although Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016, specifies to submit certain information to the manufacturer, and specifies that action as ''RC'' (Required for Compliance), this AD does not include that requirement.

(o) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g) and (h)(1) of this AD, if those actions were performed before March 15, 2004 (the effective date of AD 2004–03–07) using Airbus Service Bulletin A320–53–1030, dated January 5, 2000; or Airbus Service Bulletin A320–53–1029, dated January 5, 2000.

(2) This paragraph provides credit for actions required by paragraph (j) of this AD, if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320–53–1264, dated March 19, 2015.

(3) This paragraph provides credit for actions required by paragraph (k)(1) of this AD, if those actions were performed before the effective date of this AD using the applicable service information specified in paragraphs (o)(3)(i) through (o)(3)(iv) of this AD, for that airplane only.

(i) Airbus Service Bulletin A320–53–1240, dated March 19, 2015.

(ii) Airbus Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016.

(iii) Airbus Service Bulletin A320–53–1263, dated March 19, 2015.

(iv) Airbus Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016.

(4) This paragraph provides credit for actions required by paragraph (m)(1)(ii) of this AD if those actions were performed before the effective date of this AD using Airbus Service Bulletin A320–53–1240, dated March 19, 2015; or Service Bulletin A320–53–1263, dated March 19, 2015.

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

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

(3) *Required for Compliance (RC):* Except as required by paragraphs (k)(2) and (n) 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.

(q) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2016–0206, dated October 13, 2016; corrected October 14, 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–2017–0902.

(2) For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone 206–231–3223; fax 206–231–3398.

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

(r) Material Incorporated by Reference

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

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

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

(i) Airbus Service Bulletin A320–53–1029, Revision 01, including Appendix 01, dated April 29, 2002.

(ii) Airbus Service Bulletin A320–53–1240, Revision 01, dated April 4, 2016.

(iii) Airbus Service Bulletin A320–53–1240, Revision 02, dated March 14, 2017.

(iv) Airbus Service Bulletin A320–53–1263, Revision 01, dated February 29, 2016.

(v) Airbus Service Bulletin A320–53–1263, Revision 02, excluding Appendix 01 and including Appendix 02, dated December 6, 2017.

(vi) Airbus Service Bulletin A320–53–1264, Revision 01, excluding Appendix 01, dated July 4, 2016.

(4) The following service information was approved for IBR on March 15, 2004 (69 FR 5907, February 9, 2004).

(i) Airbus Service Bulletin A320–53–1030, Revision 01, excluding Appendix 01, dated May 21, 2002.

(ii) Reserved.

(5) 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.*

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

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

Issued in Renton, Washington, on March 2, 2018.

Michael Kaszycki,

Acting Director, System Oversight Division, Aircraft Certification Service.

[FR Doc. 2018–05019 Filed 3–28–18; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2017–0940; Product Identifier 2017–SW–058–AD; Amendment 39–19233; AD 2018–07–02]

RIN 2120–AA64

Airworthiness Directives; Agusta S.p.A. Helicopters

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for Agusta S.p.A. (Agusta) Model A109E, A109S, AW109SP, A119, and AW119 MKII helicopters. This AD requires inspecting the main rotor blade (MRB) tip cap for disbonding. This AD is prompted by a report of the in-flight loss of an MRB tip cap. The actions of this AD are intended to prevent an unsafe condition on these products.

DATES: This AD becomes effective April 13, 2018.

The Director of the Federal Register approved the incorporation by reference of certain documents listed in this AD as of April 13, 2018.

We must receive comments on this AD by May 29, 2018.

ADDRESSES: You may send comments by any of the following methods:

- *Federal eRulemaking Docket:* Go to *http://www.regulations.gov.* Follow the online instructions for sending your comments electronically.
- *Fax:* 202–493–2251.
- *Mail:* Send comments to the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.
- *Hand Delivery:* Deliver to the ''Mail'' address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Examining the AD Docket

You may examine the AD docket on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2017–0940; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the European Aviation Safety Agency (EASA) AD, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for Docket Operations (telephone 800- 647–5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

For service information identified in this final rule, contact Leonardo S.p.A. Helicopters, Matteo Ragazzi, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39–0331–711756; fax +39–0331–229046; or at *http://www.leonardocompany.com/-/bulletins.* You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. It is also available on the internet at *http://www.regulations.gov* by searching for and locating Docket No. FAA–2017–0940.

FOR FURTHER INFORMATION CONTACT: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email *matthew.fuller@faa.gov.*

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

Discussion

EASA, which is the Technical Agent for the Member States of the European Union, has issued AD No. 2017–0176–E, dated September 14, 2017, to correct an unsafe condition for Leonardo S.p.A. (previously Agusta) Model A109E, A109LUH, A109S, AW109SP, A119, and AW119 MKII helicopters. EASA advises of an in-flight loss of an MRB tip cap on an AW109SP helicopter where the pilot was able to safely land the helicopter. EASA further advises that an investigation determined the cause as incorrect bonding procedures used between specific dates and identified the affected MRBs by part number and serial number. According to EASA, this condition could result in loss of an MRB tip cap, increased pilot workload, and reduced control of the helicopter. To address this unsafe condition, the EASA AD requires repetitive inspections of the MRB tip caps and replacing certain part-numbered MRBs.

The FAA is in the process of updating Agusta's name change to Leonardo Helicopters on its type certificate. Because this name change is not yet effective, this AD specifies Agusta.