European Union Aviation Safety Agency

Airworthiness Directive

AD No.: 2020-0103
[Correction: 08 May 2020]

Issued: 07 May 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A318, A319, A320 and A321 aeroplanes

Effective Date:	21 May 2020
TCDS Number(s):	EASA.A.064
Foreign AD:	Not applicable
Supersedure:	None

ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter Protection – Modifications

---

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A319-151N, A319-153N, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A320-251N, A320-252N, A320-253N, A320-271N, A320-272N, A320-273N, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231, A321-232, A321-251N, A321-252N, A321-253N, A321-271N, A321-272N, A321-251NX, A321-252NX, A321-253NX, A321-271NX and A321-272NX aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Emergency Locator Transmitter (ELT) having Part Number (P/N) 01N65900.

The applicable SB: Airbus Service Bulletin (SB) A320-25-1BQP or A320-25-1BQN, as applicable.

Groups:
Group 1 are aeroplanes that have an affected part installed (see Note 1 of this AD).
Group 2 are aeroplanes that do not have an affected part installed.

Note 1: Aeroplanes having Airbus modification (mod) 33345 or 34334 embodied in production, or having Airbus SB A320-23-1242, A320-23-1376, A320-25-1746, A320-25-1750, A320-25-1824 or A320-25-1B41 embodied in service, are Group 1, provided that the affected part was not replaced since modification.

Reason:

The results of engineering investigations by laboratory test on ELT batteries highlighted that a lack of protection against current injection of 28 Volts DC or 115 Volts AC on a non-rechargeable ELT lithium battery could, even after significant delay, induce a battery fire.

This condition, if not corrected, could lead to local (temporary) fire, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the applicable SB to provide modification instructions to improve the ELT battery current injection protection.

For the reasons described above, this AD requires a modification by installing a diode in the aeroplane circuit connecting the ELT battery.

This AD is republished to correct typographical errors in Note 1.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

(1) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the applicable SB.

(2) An aeroplane on which Airbus mod 165755 (diode installation) and mod 34334 were embodied in production is not affected by the requirements of paragraph (1) of this AD.

Parts Installation:

(3) For Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane, provided that the aeroplane is concurrently modified in accordance with the instructions of the applicable SB.

Ref. Publications:

Airbus SB A320-25-1BQP original issue dated 05 December 2019.

Airbus SB A320-25-1BQN original issue dated 05 December 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 20 March 2020 as PAD 20-054 for consultation until 17 April 2020. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – Airworthiness Office – IIASA; E-mail: account.airworth-eas@airbus.com.

Airworthiness Directive

AD No.: 2020-0105

Issued: 11 May 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	Type/Model designation(s):
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	EC135 and EC635 helicopters

Effective Date:	23 May 2020
TCDS Number(s):	EASA.R.009
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA Emergency AD 2019-0087-E dated 24 April 2019.

ATA 67 – Rotors Flight Control – Main Rotor Actuator Single-Axis Actuators – Inspection / Replacement

---

Manufacturer(s):

Airbus Helicopters Deutschland GmbH (AHD), formerly Eurocopter Deutschland GmbH, Eurocopter España S.A.

Applicability:

EC135 P1, EC135 P2, EC135 P2+, EC135 P3, EC135 T1, EC135 T2, EC135 T2+, EC135 T3, EC635 P2+, EC635 P3, EC635 T1, EC635 T2+ and EC635 T3 helicopters, all variants, all serial numbers (s/n).

Definitions:

For the purpose of this AD, the following definitions apply:

The applicable ASB: Airbus Helicopters (AH) Alert Service Bulletin (ASB) EC135-67A-039 and ASB EC135H-67A-011, as applicable, both at Revision 2.

The applicable inspection SB: AH Service Bulletin (SB) EC135-67-040 and AH SB EC135H-67-012, as applicable.

Affected part: Longitudinal single-axis actuators, having Part Number (P/N) L673M20A1008 or P/N L673M30A2111; or collective single-axis actuators, having P/N L673M20A1012, P/N

L673M30A1211, or P/N E673M30A1201; or lateral single-axis actuators, having P/N L673M20A1011 or P/N L673M30A2311.

Part calendar age (A): Time accumulated by an affected part, on 29 March 2019 (ASB reference date), since part manufacturing date, or since the "calendar age" date as listed in the Appendix of the applicable ASB (if available), as applicable.

Part calendar age (B): Time accumulated by an affected part, on 29 March 2019, since part manufacturing date, or since last overhaul accomplished before 26 April 2019 [the effective date of EASA AD 2019-0087-E], as applicable.

Serviceable part:
- A single-axis actuator which is not an affected part; or
- an affected part having accumulated less than 5 years since date of manufacturing; or
- an affected part, on which the tie bar was replaced during an overhaul less than 5 years before installation; or
- an affected part, which, less than 5 years before installation, passed an inspection (no defects found, or defect repaired, as applicable) in accordance with the instructions of the applicable inspection SB.

Groups: Group 1 helicopters are those that have an affected part installed. Group 2 helicopters are those that do not have an affected part installed.

Reason:

An occurrence was reported of a hard landing by an AHD EC135 helicopter. Subsequent inspection identified that the tie bar inside the piston of the longitudinal single-axis actuator of the main rotor actuator (MRA) was ruptured and displaced.

This condition, if not detected and corrected, could lead to reduced control of the helicopter, possibly resulting in a forced landing with consequent damage to the helicopter and/or injury to occupants.

Supporting the investigation, AH issued the original issue of the applicable ASB providing instructions to accomplish a one-time visual inspection for corrosion of each MRA single-axis actuator, depending on its accumulated time in service since new or since last overhaul, and to report the inspection results. EASA issued Safety Information Bulletin (SIB) 2019-06, recommending accomplishment of those actions.

After that SIB was issued, based on the reported information, AH published Revision 1 of the applicable ASB, including follow-on instructions, and EASA issued Emergency AD 2019-0087-E to require a one-time inspection of certain affected parts to detect corrosion, reporting of inspection results to AHD and, depending on findings, replacement of affected parts. That AD was considered an interim action.

Since that AD was issued, AH issued the applicable ASB, as defined in this AD, providing instructions applicable to all affected parts, including repetitive inspections or replacement.

For the reason stated above, this AD partially retains the requirements of EASA AD 2019-0087-E, which is superseded, requires repetitive inspections or replacement for all affected parts, and provides criteria to allow installation of affected parts.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection:

(1) For Group 1 helicopters: Unless already done as required by EASA AD 2019-0087-E, within 14 days after the effective date of this AD, inspect each affected part having a part calendar age (B) of 6 years or more, in accordance with the instructions of Section 3.B.2 of the applicable ASB.

Reporting:

(2) Within 7 days after the inspection as required by paragraph (1) of this AD, or within 7 days after the effective date of this AD, whichever occurs later, report the inspection results to AHD. This can be done in accordance with the instructions of the applicable ASB.

Credit:

(3) Inspections of affected parts on a helicopter, accomplished before the effective date of this AD in accordance with the instructions of the original issue or Revision 1 of the applicable ASB, are acceptable to comply with the initial requirements of paragraph (1) of this AD for that helicopter.

Repetitive Replacement / Inspection:

(4) For Group 1 helicopters: Within the applicable compliance time as identified in Table 1 of this AD, depending on part calendar age (A) of an affected part and the results of the inspection (corrosion found, as identified in the applicable ASB, or not) as required by paragraph (1) of this AD, and, thereafter, at intervals not to exceed 5 years (see Note 1 of this AD), replace each affected part with a serviceable part in accordance with the instructions of the applicable ASB, or accomplish an inspection of that affected part in accordance with the instructions of the applicable inspection SB.

Note 1: A non-cumulative tolerance of 6 months may be applied to the repetitive replacement/inspection interval specified in paragraph (4) of this AD to allow synchronization of the required replacements/inspections with other maintenance tasks, for which a non-cumulative tolerance is already granted in the applicable Maintenance Manual.

Table 1 – Affected Part Initial Replacement / Inspection

Part calendar age (A) (as defined in this AD)	**Compliance time** (after 26 April 2019 [the effective date of EASA AD 2019-0087-E], unless otherwise stated)	
	Corrosion detected	**No corrosion detected**
14 years or more	Within 7 days or 5 flight cycles, whichever occurs first	Within 14 days
12 years or more, but less than 14 years	Within 14 days	Within 1 month
10 years or more, but less than 12 years	Within 1 month	Within 3 months
8 years or more, but less than 10 years	Within 2 months	Within 6 months
6 years or more, but less than 8 years	Within 4 months	Within 12 months
4 years or more, but less than 6 years	Within 5 months after the effective date of this AD	

(5) For an affected part, the part calendar age (B) of which exceeds the part calendar age (A) (as defined in this AD), the initial part replacement/inspection as required by paragraph (4) of this AD can be deferred up to the compliance time as identified in Table 2 of this AD.

Table 2 – Affected Part Deferred Initial Replacement / Inspection

Part calendar age (A)	**Compliance time** (after the effective date of this AD)
10 years or more	Within 3 months
Less than 10 years	Within 6 months

Corrective Actions:

(6) If, during any inspection as required by paragraph (4) or (5) of this AD, as applicable, any discrepancy is found on an affected part, as identified in the applicable inspection SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable inspection SB, or replace that affected part with a serviceable part, as defined in this AD, in accordance with the instructions of the applicable ASB.

Parts Installation:

(7) For Group 1 and Group 2 helicopters: From the effective date of this AD, it is allowed to install on any helicopter an MRA, having an affected part installed, provided that each installed affected part is a serviceable part, as defined in this AD, and that, following installation, each affected part is inspected or replaced as required by this AD.

Ref. Publications:

AH ASB EC135-67A-039 original issue dated 08 April 2019, or Revision 01 dated 23 April 2019, or Revision 02 dated 30 March 2020.

AH ASB EC135H-67A-011 original issue dated 08 April 2019, or Revision 01 dated 23 April 2019, or Revision 02 dated 30 March 2020.

AH SB EC135-67-040 original issue dated 25 April 2019, or Revision 01 dated 10 May 2019.

AH SB EC135H-67-012 original issue dated 25 April 2019, or Revision 01 dated 10 May 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 22 April 2020 as PAD 20-065 for consultation until 06 May 2020. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Helicopters Deutschland GmbH, Industriestrasse 4, 86609 Donauwörth, Federal Republic of Germany, Telephone: + 33 (0)4 42 85 97 97;
   Web portal: https://keycopter.airbushelicopters.com > Technical Request Management
   E-mail: customersupport.helicopters@airbus.com.

Airworthiness Directive

AD No.: 2020-0108

Issued: 14 May 2020

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS

Type/Model designation(s):

A310 and A300-600 aeroplanes

Effective Date: 28 May 2020

TCDS Number(s): EASA.A.172

Foreign AD: Not applicable

Supersedure: None

ATA 25 – Equipment / Furnishings – Emergency Locator Transmitter – Modification

---

Manufacturer(s):

Airbus, formerly Airbus Industrie

Applicability:

Airbus A300-600 aeroplanes, manufacturer serial numbers (MSN) 0873, 0874, 0875, 0876, 0877 and 0878; and Airbus A310 aeroplanes, MSN 0591.

Definitions:

For the purpose of this AD, the following definitions apply:

Affected part: Emergency Locator Transmitter (ELT) having Part Number (P/N) 01N65900.

The SB: Airbus Service Bulletin (SB) A300-25-6231.

Reason:

The results of engineering investigations by laboratory testing on ELT batteries highlighted that a lack of protection against current injection of 28 Volts DC or 115 Volts AC on a non-rechargeable ELT lithium battery could, even after significant delay, induce a battery fire.

This condition, if not corrected, could lead to a local (temporary) fire, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, Airbus issued the SB, as defined in this AD, to provide modification instructions to improve the ELT battery current injection protection.

For the reasons described above, this AD requires a modification by installing a diode in the aeroplane circuit connecting the ELT battery.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Modification:

(1) For A300-600 aeroplanes, within 24 months after the effective date of this AD, modify the aeroplane in accordance with the instructions of the SB.

(2) For A310 aeroplane MSN 0591, within 24 months after the effective date of this AD, contact Airbus for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus SB A300-25-6231 original issue dated 01 August 2019.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 05 February 2020 as PAD 20-025 for consultation until 04 March 2020. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS – IIAW (Airworthiness Office)
E-mail: continued.airworthiness-wb.external@airbus.com.

2020-10-03 Weatherly Aircraft Company: Amendment 39-21121; Docket No. FAA-2018-0833; Product Identifier 2018-CE-031-AD.

(a) Effective Date

This AD is effective June 15, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Weatherly Aircraft Company (Weatherly) Models 201, 201A, 201B, 201C, 620, 620A, 620B, 620B-TG, and 620TP airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5740, Wing Attach Hinge Fitting.

(e) Unsafe Condition

This AD was prompted by reports of cracks found on the center wing front spar lower hinge bracket. The FAA is issuing this AD to detect and correct corrosion and cracks on the wing hinge brackets and pin assemblies. The unsafe condition, if not addressed, could result in failure of the wing front and rear spar lower hinge brackets and lead to in-flight separation of the wing with consequent loss of control of the airplane.

(f) Compliance

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

(g) Detailed Inspection

(1) Within 3 months after June 15, 2020 (the effective date of this AD) and thereafter at intervals not to exceed 5 years, inspect each center and outer wing spar and spar cap, wing hinge bracket, and hardware for corrosion and cracks by following paragraphs 7 through 22 under the Detailed Inspection section in Weatherly 201/620 Service Bulletin SB-201/620-18001, Revision C, dated May 21, 2018 (Weatherly SB-201/620-18001, Revision C), except this AD does not require you to contact Weatherly.

(2) Serial numbers (S/N) 1155 and 1558 have already had the initial detailed inspection required by paragraph (g)(1) of this AD and only the 5-year repetitive detailed inspections are required for these airplanes.

(3) Any repair or replacement of parts with corrosion and any replacement of parts with a crack as specified in paragraphs 7 through 13 under the Detailed Inspection section in Weatherly SB-201/620-18001, Revision C, is required before further flight.

(h) Visual Inspection

Within 12 months after the initial detailed inspection required in paragraph (g) of this AD and thereafter at intervals not to exceed 12 months, visually inspect each forward and rear wing hinge bracket attachment pin, bolt, removed cap, spacer, and hardware for corrosion by following paragraphs 4 through 7 under the Visual Inspection section in Weatherly SB-201/620-18001, Revision C. Any additional inspection, repair, and replacement of parts with corrosion as specified in paragraphs 5 and 6 under the Visual Inspection section of Weatherly SB-201/620-18001, Revision C, is required before further flight. You may perform a detailed inspection in accordance with paragraph (g) of this AD instead of any visual inspection required by paragraph (h) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

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

(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 Roger Durbin, Senior Engineer, Airframe Section, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, California 90712; phone: (562) 627-5233; fax: (562) 627-5210; email: roger.durbin@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) Weatherly 201/620 Service Bulletin SB-201/620-18001, Revision C, dated May 21, 2018.

(ii) [Reserved]

(3) For Weatherly Aircraft Company service information identified in this AD, contact Weatherly Aircraft Company, 2034 West Potomac Avenue, Chicago, Illinois 60622-3152; telephone: (424) 772-1812; email: garybeck@cox.net.

(4) You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

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

Issued on May 1, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-09938 Filed 5-8-20; 8:45 am]

2020-10-04 General Electric Company: Amendment 39-21122; Docket No. FAA-2020-0469; Project Identifier AD-2020-00258-E.

(a) Effective Date

This AD is effective May 27, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all General Electric Company (GE) GE90-110B1 and GE90-115B model turbofan engines with an interstage high-pressure turbine (HPT) rotor seal with a part number and serial number listed in Table 1 of GE GE90-100 Alert Service Bulletin (ASB) 72-A0841 R00, dated February 26, 2020 ("the ASB").

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by investigative findings from an event involving an uncontained interstage HPT rotor seal failure, resulting in debris penetrating the fuselage and the other engine. The FAA is issuing this AD to prevent failure of the interstage HPT rotor seal. The unsafe condition, if not addressed, could result in uncontained interstage HPT rotor seal release, release of high-energy debris, 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

(1) Perform an ultrasonic inspection (USI) of the interstage HPT rotor seal in accordance with the Accomplishment Instructions, paragraph 3.B.(1), of the ASB, as follows:

(i) After the effective date of this AD, perform an initial USI of the interstage HPT rotor seal before reaching the additional cycles listed in Table 1 of the ASB. When computing the additional cycles, use the effective date of this AD instead of the issue date of the ASB.

(ii) Thereafter, repeat the USI of the interstage HPT rotor seal required by paragraph (g)(1)(i) within every 100 cycles since the last inspection.

(2) If, during any USI required by paragraph (g)(1)(i) or (ii) of this AD, a non-serviceable indication is found, as defined in paragraph 3.B.(2)(b) of the ASB, before further flight, remove the interstage HPT rotor seal from service.

(h) Mandatory Terminating Action

As a terminating action to the repetitive USI required by paragraph (g)(1)(ii) of this AD, at the next engine shop visit after the effective date of this AD, remove the affected interstage HPT rotor seal from service and replace with a part eligible for installation.

(i) Definition

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

(j) 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 (k) 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.

(k) Related Information

For more information about this AD, contact Stephen Elwin, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7236; fax: 781-238-7199; email: stephen.l.elwin@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) General Electric Company (GE) GE90-100 Alert Service Bulletin 72-A0841 R00, dated February 26, 2020.

(ii) [Reserved]

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

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued on May 6, 2020.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-10048 Filed 5-11-20; 8:45 am]