FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2018-11

5/14/2018 - 5/27/2018

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

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AD No.	Information	Manufacturer	Applicability

Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2018-01

No ADs were published in this biweekly period.

Biweekly 2018-02

2018-01-12	S 2015-22-53	Airbus Helicopters	AS350B3 helicopters
2018-02-01	S 2015-08-51	Enstrom	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX helicopters
2018-02-04		Aerospace Welding Minneapolis, Inc.	Mufflers
2018-02-07		Various Restricted Category Helicopters	UH-1H, UH-1B, TH-1F, UH-1F, and UH-1P helicopters
2018-02-08		Bell Helicopter Textron	204B, 205A, and 205A-1 helicopters

Biweekly 2018-03

2018-02-02		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters
2018-02-05		Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-236, PA-28-201T, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T airplanes
2018-02-13	S 2017-07-02	Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
2018-02-14		Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43A, -43BL, -47A, -55B, and -61A model turboprop engines, and TSE331-3U model turboshaft engines
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
2018-03-01		Agusta S.p.A.	AB139 and AW139 helicopters

Biweekly 2018-04

2018-03-03		Textron Aviation Inc.	401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425 airplanes
2018-03-05		Various Aircraft	See AD
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
2018-03-14		Pacific Aerospace Limited	750XL airplanes
2018-03-15		Pacific Aerospace Limited	750XL airplanes
2018-03-16	R 2017-10-11	Stemme AG	S10-VT gliders
2018-03-17		Aeroclubul Romaniei	IS-28B2 gliders

Biweekly 2018-05

2018-01-12 R1	R 2018-01-12	Airbus Helicopters	AS350B3 helicopters
2018-04-11		Agusta S.p.A.	AB139 and Model AW139 helicopters
2018-05-01		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, and AS332L2; EC225LP helicopters
2018-05-02		AgustaWestland S.p.A.	AW189 helicopters

Biweekly 2018-06

2018-03-18		Agusta S.p.A.	AW189 helicopters
2018-04-09		Pacific Aerospace Limited	750XL airplanes
2018-04-10		Pilatus Aircraft Limited	PC-7 airplanes
2018-05-03		Safran Helicopter Engine	Arrius 2F turboshaft engines
2018-05-08	R 2013-19-12	GA 8 Airvan (Pty) Ltd	GA8, GA8-TC320, GA8-TC 320-03-025 airplanes
2018-05-09		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters
2018-05-10		Agusta S.p.A.	AB412 and AB412 EP helicopters

Biweekly 2018-07

2018-06-09		Pacific Aerospace Limited	750XL airplanes
2018-06-10		Honda Aircraft Company LLC	HA-420 airplanes

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
2018-06-11		Textron Aviation Inc.	A36TC and B36TC; S35, V35, V35A, and V35B airplanes
2018-06-51		Agusta S.p.A.	A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters
2018-07-01		Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, P3, T1, T2, T2+, and T3 helicopters
2018-07-02		Agusta S.p.A.	A109E, A109S, AW109SP, A119, and AW119 MKII helicopters
Biweekly 2018-08			
2018-07-03	R 2018-02-05	Piper Aircraft, Inc	PA-28 airplanes
2018-07-08		Agusta S.p.A.	A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
2018-07-13		Textron Aviation Inc.	510, 680, 680A airplanes
2018-07-14		Pacific Aerospace Limited	750XL
2018-07-15		XtremeAir GmbH	XA42 airplanes
2018-07-16		Austro Engine GmbH	E4 and E4P diesel piston engines
2018-07-17		Safran Helicopter Engines	Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines
Biweekly 2018-09			
2018-07-22	R 2017-08-09	DG Flugzeugbau GmbH	DG-500MB and DG-1000M gliders
2018-08-01		Airbus Helicopters	EC225LP helicopters
Biweekly 2018-10			
2018-03-03 R1	R 2018-03-03	Textron Aviation Inc.	400-series airplanes
2018-04-02		Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes (Note: Should have been included in Biweekly 2018-05)
2018-10-01		Safran Helicopter Engines, S.A.	Arriel 2E turboshaft engines
Biweekly 2018-11			
2018-06-51		Agusta S.p.A.	A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters
2018-10-03		Pacific Aerospace Limited	750XL airplanes
2018-10-04	R 2018-03-15	Pacific Aerospace Limited	750XL airplanes
2018-10-06		Bell Helicopter Textron Canada Limited	407 helicopters
2018-10-07		Sikorsky Aircraft Corporation	S-76C helicopters
2018-10-09	S 2017-11-03	DG Flugzeugbau GmbH	DG-500MB and DG-1000M gliders
2018-10-10	R 2017-01-12 R 2017-11-08 R 2017-15-09	Diamond Aircraft Industries GmbH	DA 42 airplanes
2018-11-01		Airbus Helicopters	AS332L2 and Model EC225LP helicopters
2018-11-05	R 2018-06-10	Honda Aircraft Company LLC	HA-420 airplanes

2018-06-51 Agusta S.p.A.: Amendment 39-19265; Docket No. FAA-2018-0238; Product Identifier 2018-SW-018-AD.

(a) Applicability

This AD applies to Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters, certificated in any category, with a swashplate support (support) part number (P/N) 109-0110-05-101 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as installation of a support that does not meet type design. This condition could result in failure of a support and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective June 7, 2018 to all persons except those persons to whom it was made immediately effective by Emergency AD 2018-06-51, issued on March 19, 2018, which contains the requirements of this AD.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) For Model AW109SP helicopters, before further flight:

(i) Remove the support from service.

(ii) If spherical sleeve assembly (sleeve) P/N 109-0134-02-103 is installed, re-identify the sleeve by permanently changing the P/N on the identification plate to P/N 109-0134-02-105.

(2) For Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, and AW119 MKII helicopters, within 5 hours time-in-service, remove support P/N 109-0110-05-101 from service if it has ever been installed on a Model AW109SP helicopter.

(3) After the effective date of this AD, do not install support P/N 109-0110-05-101 on any Model AW109SP helicopter.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: 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 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Leonardo Helicopters Emergency Alert Service Bulletin No. 109SP-119, dated March 7, 2018, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, 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 a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2018-0053-E, dated March 8, 2018. You may view the EASA AD on the internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2018-0238.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6230, Main Rotor Mast/Swashplate.

Issued in Fort Worth, Texas, on May 11, 2018.
Scott A. Horn,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,
Aircraft Certification Service.

2018-10-03 Pacific Aerospace Limited: Amendment 39-19278; Docket No. FAA-2018-0373; Product Identifier 2018-CE-009-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 4, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Models 750XL airplanes, all serial numbers up to and including 135, except serial number 113; certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as abrasion damage to the wing leading edge that could result in a fuel leak. We are issuing this AD to address the unsafe condition on these products.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (3) of this AD.

(1) Within 30 days after June 4, 2018 (the effective date of this AD), inspect the leading edge skin of both wings at the wing root following the Inspection Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/091, Issue 3, dated March 15, 2018.

(2) If any signs of chafing are found during the inspection required in paragraph (f)(1) of this AD, before further flight, repair following Part A–Accomplishment Instructions and Part B–Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/091, Issue 3, dated March 15, 2018.

(3) If no signs of chafing are found during the inspection required in paragraph (f)(1) of this AD, before further flight, apply the anti-abrasion patch following Part B–Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/091, Issue 3, dated March 15, 2018.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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, Small Airplane Standards Branch, FAA; or the Civil Aviation Authority of New Zealand (CAA).

(h) Related Information

Refer to MCAI by the CAA AD DCA/750XL/25A, dated March 22, 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-2018-0373.

(i) 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) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/091, Issue 3, dated March 15, 2018.

(ii) Reserved.

(3) For Pacific Aerospace service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton, Private Bag 3027, Hamilton 3240, New Zealand; phone: +64 7843 6144; fax: +64 843 6134; email: pacific@aerospace.co.nz; internet: www.aerospace.co.nz.

(4) You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at http://www.regulations.gov by searching for locating Docket No. FAA-2018-0373.

(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 Kansas City, Missouri, on May 4, 2018.
Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.

2018-10-04 Pacific Aerospace Limited: Amendment 39-19279; Docket No. FAA-2018-0372; Product Identifier 2018-CE-011-AD.

(a) Effective Date

This AD becomes effective June 4, 2018.

(b) Affected ADs

This AD replaces AD 2018-03-15, Amendment 39-19188 (83 FR 6110; February 13, 2018) ("AD 2018-03-15").

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, all serial numbers up to and including serial number 220, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 31: Instruments.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as reports of finding abrasion damage behind the instrument panel caused by ventilation hose chafing. We are issuing this AD to prevent such abrasion damage, which could cause short circuit of electrical equipment, smoke and/or inflight fire.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (3) of this AD.

(1) Within 15 days after June 4, 2018 (the effective date of this AD), inspect behind the left, center, and right instrument panels for chafing or damage following Part A of the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/083, Issue 2, dated January 16, 2018.

(2) If any chafing or damage is found during the inspection required in paragraph (f)(1) of this AD, before further flight, contact Pacific Aerospace Limited for FAA-approved repair instructions and incorporate those instructions. Use the contact information found in paragraph (i)(3) of this AD to contact the manufacturer.

(3) If no damage is found during the inspection required in paragraph (f)(1) of this AD, within 45 days after June 4, 2018 (the effective date of this AD), do the actions in Part B of the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/083, Issue 2, dated January 16, 2018.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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, Standards Office, FAA; or the Civil Aviation Authority of New Zealand (CAA).

(h) Related Information

Refer to the MCAI by the CAA, AD DCA/750XL/22A, dated February 28, 2018; and for related information. You may examine the MCAI on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0372.

(i) 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) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/083, Issue 2, dated January 16, 2018.

(ii) Reserved.

(3) For service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton, Private Bag 3027, Hamilton 3240, New Zealand; phone: +64 7843 6144; fax: +64 843 6134; email: pacific@aerospace.co.nz; internet: www.aerospace.co.nz.

(4) You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at http://www.regulations.gov by searching for locating Docket No. FAA-2018-0372.

(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 Kansas City, Missouri, on May 4, 2018.
Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.

2018-10-06 Bell Helicopter Textron Canada Limited (Bell): Amendment 39-19281; Docket No. FAA-2017-0667; Product Identifier 2017-SW-053-AD.

(a) Applicability

This AD applies to Bell Model 407 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a loose tail rotor (TR) driveshaft splined connection, which if not corrected could result in wear in the splines, failure of the TR drive system, and subsequent loss of directional control of the helicopter.

(c) Effective Date

This AD becomes effective June 25, 2018.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

For helicopters with less than 4,000 hours time-in-service (TIS), within 100 hours TIS, and for helicopters with 4,000 or more hours TIS, within 50 hours TIS:

(1) Inspect each TR driveshaft segment assembly for rotational and axial play between the adapter and the TR driveshaft at the four positions depicted in Figure 1 of Bell Alert Service Bulletin (ASB) 407-16-113, dated February 12, 2016 (ASB 407-16-113). If there is any axial or rotational play, remove the adapter from the TR driveshaft segment assembly and inspect the adapter, washers, and TR driveshaft for damage. Replace the adapter retention nut and apply a torque of 30 to 50 inch-pounds (5.7 to 7.9 Nm). Replace any part with damage or repair the part if the damage is within the maximum repair damage limitations.

(2) Determine the torque of each TR adapter retention nut at each of the four segment assembly positions depicted in Figure 1 of Bell ASB 407-16-113. If the torque is less than 30 inch-pounds (5.7 Nm), remove the adapter from the TR driveshaft segment assembly and inspect the adapter, washers, and TR driveshaft for damage. Replace the adapter retention nut and apply a torque of 30 to 50 inch-pounds (5.7 to 7.9 Nm). Replace any part with damage or repair the part if the damage is within the maximum repair damage limitations.

(3) Repeat the actions specified in paragraph (e)(1) of this AD at intervals not to exceed 330 hours TIS.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

The subject of this AD is addressed in Transport Canada AD No. CF-2016-21, dated July 7, 2016. You may view the Transport Canada AD on the internet at http://www.regulations.gov in Docket No. FAA-2017-0667.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6510 Tail Rotor Drive Shaft.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Bell Alert Service Bulletin 407-16-113, dated February 12, 2016.

(ii) Reserved.

(3) For Bell service information identified in this AD, Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at http://www.bellcustomer.com/files/.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 Fort Worth, Texas, on May 7, 2018.
Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.

2018-10-07 Sikorsky Aircraft Corporation: Amendment 39-19282; Docket No. FAA-2017-0874; Product Identifier 2015-SW-082-AD.

(a) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-76C helicopters, certificated in any category, with a Turbomeca, S.A., Arriel 2S1 or Arriel 2S2 engine with an engine collective position transducer (CPT) part number 76900-01821-104 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a CPT. This condition could result in a reduction in power to one engine resulting in an annunciated momentary One Engine Inoperative (OEI) condition and subsequent emergency landing.

(c) Effective Date

This AD becomes effective June 25, 2018.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 130 hours time-in-service (TIS):

(i) Measure resistance of each engine CPT and replace the CPT if the measured resistance is not within tolerance by following the Accomplishment Instructions, paragraphs 3.C.(1) through 3.C.(8)(b), of Sikorsky S-76 Helicopter Alert Service Bulletin ASB 76-73-8, Revision A, dated December 4, 2015 (ASB 76-73-8A), if using Test Box P/N 76700-40009-042 or by following paragraph 3.B.(11) of Sikorsky Maintenance Manual, SA 4047-76C-2, Temporary Revision No. 73-08, dated September 20, 2017 (TR 73-08), if using Test Box P/N 76700-40009-043. You are not required to use Sikorsky's CPT data sheet or submit a data sheet to Sikorsky.

(ii) Measure the linearity resistance movement of each engine CPT and replace the CPT if there is a linear abnormality or change in resistance that is not within tolerance by following the Accomplishment Instructions, paragraphs 3.D.(1) through 3.D.(14)(b), of ASB 76-73-8A, if using Test Box P/N 76700-40009-042 or by following paragraph 3.B.(12) of TR 73-08, if using Test Box P/N 76700-40009-043. You are not required to use Sikorsky's CPT data sheet or submit a data sheet to Sikorsky.

(iii) Measure the differential voltage of each engine CPT and replace the CPT if the measured voltage is not within tolerance by following the Accomplishment Instructions, paragraphs 3.E. through 3.G.(1) of ASB 76-73-8A, if using Test Box P/N 76700-40009-042 or by following

paragraph 3.B.(13) of TR 73-08, if using Test Box P/N 76700-40009-043. You are not required to use Sikorsky's CPT data sheet or submit a data sheet to Sikorsky.

(2) Thereafter, at intervals not to exceed 300 hours TIS:

(i) If using Test Box P/N 76700-40009-042:

(A) Measure resistance of each engine CPT and replace the CPT if the resistance is not within tolerance by following paragraph 4.B.(11) of Sikorsky Maintenance Manual, SA 4047-76C-2, Temporary Revision No. 73-07, dated August 17, 2016 (TR 73-07), except you are not required to use Sikorsky's CPT data sheet or return a failed CPT to Sikorsky.

(B) Measure the linearity resistance movement of each engine CPT and replace the CPT if the movement exceeds tolerance by following paragraphs 4.B.(12)(a) through 4.B.(13)(f) of TR 73-07, except you are not required to use Sikorsky's CPT data sheet or return a failed CPT to Sikorsky.

(C) Measure the differential voltage of each CPT by following paragraphs 4.B.(14) through 4.B.(15)(h) of TR 73-07, except you are not required to use Sikorsky's CPT data sheet. If the maximum voltage is greater than 100 millivolts or the minimum voltage is less than -100 millivolts, replace the CPT.

(ii) For helicopters using Test Box P/N 76700-40009-043:

(A) Measure resistance of each engine CPT and replace the CPT if the resistance is not within tolerance by following paragraph 5.B.(11) of TR 73-07 or paragraph 3.B.(11) of TR 73-08, except you are not required to use Sikorsky's CPT data sheet or return a failed CPT to Sikorsky.

(B) Measure the resistance linearity of each engine CPT and replace the CPT if the resistance is not within tolerance by following paragraph 5.B.(12) of TR 73-07 or paragraph 3.B.(12) of TR 73-08, except you are not required to use Sikorsky's CPT data sheet or return a failed CPT to Sikorsky.

(C) Measure the differential voltage of each engine CPT and replace the CPT if the resistance is not within tolerance by following paragraphs 5.B.(13)(a) through 5.B.(13)(k) of TR 73-07 or paragraph 3.B.(13) of TR 73-08, except you are not required to use Sikorsky's CPT data sheet or return a failed CPT to Sikorsky.

(f) Credit for Previous Actions

Actions accomplished before the effective date of this AD in accordance with the procedures specified in Sikorsky S-76 Helicopter Alert Service Bulletin ASB 76-73-8, Basic Issue, dated August 21, 2015; Sikorsky Special Service Instruction SSI No. 76-87, dated July 24, 2015; or Sikorsky Special Service Instruction SSI No. 76-87, Revision A, dated August 21, 2015, are considered acceptable for compliance with the corresponding actions specified in paragraph (e)(1) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Nick Rediess, Aviation Safety Engineer, Boston ACO Branch, Compliance & Airworthiness Division, 1200 District Avenue, Burlington, MA 01803; telephone (781) 238-7159; email nicholas.rediess@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

Sikorsky S-76 Helicopter Alert Service Bulletin ASB 76-73-8, Basic Issue, dated August 21, 2015; Sikorsky SA 4047-76C-2-1, Temporary Revision No. 5-181, dated August 21, 2015; Task 5-20-00 of Sikorsky Airworthiness Limitations and Inspection Requirements, Publication No. SA 4047-76C-2-1, Revision 24, dated December 15, 2015; Section 73-22-04 of Chapter 73 Engine Fuel

and Control, of Sikorsky Maintenance Manual, SA 4047-76C-2, Revision 31, dated December 15, 2015; Sikorksy Safety Advisory No. SSA-S76-11-0002, dated May 17, 2011; Sikorsky Special Service Instruction (SSI) No. 76-96, dated August 19, 2016; Sikorsky SSI No. 76-87, dated July 24, 2015; and Sikorsky SSI No. 76-87, Revision A, dated August 21, 2015, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs_cust_service_eng.gr-sik@lmco.com. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 7600, Engine Controls.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Sikorsky S-76 Helicopter Alert Service Bulletin ASB 76-73-8, Revision A, dated December 4, 2015.

(ii) Sikorsky Maintenance Manual, SA 4047-76C-2, Temporary Revision No. 73-07, dated August 17, 2016.

(iii) Sikorsky Maintenance Manual, SA 4047-76C-2, Temporary Revision No. 73-08, dated September 20, 2017.

(3) For Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs_cust_service_eng.gr-sik@lmco.com.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 Fort Worth, Texas, on May 9, 2018.
Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.

2018-10-09 DG Flugzeugbau GmbH: Amendment 39-19284; Docket No. FAA-2018-0093; Product Identifier 2017-CE-047-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 26, 2018.

(b) Affected ADs

This AD supersedes AD 2017-11-03, Amendment 39-18902 (82 FR 24015; May 25, 2017) ("AD 2017-11-03").

(c) Applicability

This AD applies to DG Flugzeugbau GmbH Models DG-500MB and DG-1000M gliders, all serial numbers, certificated in any category, that are:

(1) Equipped with Solo 2625 02 engine modified with a fuel injection system following the instructions of Solo Kleinmotoren GmbH Service Bulletin (SB)/Technische Mitteilung (TM) 4600-3 "Fuel Injection System" and re-identified as Solo 2625 02i; or

(2) equipped with a Solo 2625 02i engine at manufacture and have engine serial numbers S/Ns up to 369/207, except engine S/Ns 354/194, 356/196, 357/197, 358/198, 361/201, 362/202, 363/203, 364/204, and 368/206.

(d) Subject

Air Transport Association of America (ATA) Code 73: Engine fuel and control.

(e) Reason

This proposed AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as failure of the connecting rod bearing resulting from too much load on the rod bearings from the engine control unit. This AD results from the need to add a glider model to the applicability. We are issuing this AD to prevent such failure that could lead to the potential of an in-flight shut-down and engine fire and result in loss of control.

(f) Actions and Compliance

(1) Unless already done, modify the engine by installing a software update for the engine control unit (ECU) following the actions in Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4600-6, Ausgabe 1 (English translation: Issue 1), dated November 16, 2016, at the applicable compliance time in paragraph (f)(1)(i) or (ii) of this AD.

(i) For Model DG-500MB gliders, within the next 60 days after June 29, 2017 (the effective date of AD 2017-11-03); or

(ii) For Model DG-1000M gliders, within the next 60 days after the effective date of this AD.

(2) After the modification of an engine as required by paragraph (f)(1)(i) or (f)(1)(ii) of this AD, do not install a replacement ECU on that engine and do not upload any software update to the ECU of that engine unless the ECU software version is as specified in Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4600-6, Ausgabe 1 (English translation: Issue 1), dated November 16, 2016.

(3) The Note in Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4600-6, Ausgabe 1 (English translation: Issue 1), dated November 16, 2016, stating "the actions have to be accomplished by a certified maintenance organization and must be released to service accordingly" is not applicable to this AD.

Note 1 to paragraph (f) of this AD: This service information contains German to English translation. The EASA used the English translation in referencing the document. For enforceability purposes, we will refer to the Solo Kleinmotoren service information as it appears on the document.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any glider to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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, Small Airplane Standards Branch, FAA; or the European Aviation Safety Agency (EASA).

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2016-0254, dated December 15, 2016, correction dated January 4, 2017, for related information. You may examine the MCAI on the internet at: https://www.regulations.gov/document?D=FAA-2017-0158-0002.

(i) 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.

(3) The following service information was approved for IBR on June 29, 2017 (82 FR 24015; May 25, 2017).

(i) Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4600-6, Ausgabe 1 (English translation: Issue 1), dated November 16, 2016.

(ii) Reserved.

Note 2 to paragraph (i)(3)(i) of this AD: This service information contains German to English translation. The EASA used the English translation in referencing the document. For enforceability purposes, we will refer to the Solo Kleinmotoren service information as it appears on the document.

(4) For service information identified in this AD, contact Solo Kleinmotoren GmbH, Postfach 600152, 71050 Sindelfingen, Germany; telephone: +49 703 1301-0; fax: +49 703 1301-136; email: aircraft@solo-germany.com; internet: http://aircraft.solo-online.com.

(5) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148. In addition, you can access this service information on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0093.

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

Issued in Kansas City, Missouri, on May 11, 2018.

Melvin J. Johnson,

Aircraft Certification Service, Deputy Director, Policy and Innovation Division, AIR-601.

[FR Doc. 2018-10583 Filed 5-21-18; 8:45 am]

2018-10-10 Diamond Aircraft Industries GmbH: Amendment 39-19285; Docket No. FAA-2018-0188; Directorate Identifier 2018-CE-002-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 12, 2018.

(b) Affected ADs

This AD replaces 2017-01-12, Amendment 39-18779 (82 FR 5359, January 18, 2017) ("AD 2017-01-12"); AD 2017-11-08, Amendment 39-18907 (82 FR 24843, May 31, 2017) ("AD 2017-11-08"), and AD 2017-15-09, Amendment 39-18969 (82 FR 35630, August 1, 2017) ("AD 2017-15-09").

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH Model DA 42 airplanes, serial numbers 42.004 through 42.427 and 42.AC001 through 42.AC151, certificated in any category, that have either a TAE 125-02-99 or TAE 125-02-114 engine installed, and:

(1) are equipped with an original engine exhaust pipe, Diamond Aircraft Industries (DAI) part number (P/N) D60-9078-06-01 or Technify P/Ns 52-7810-H0001 02, 52-7810-H0001 03, 52-7810-H0001 04; or

(2) are equipped with a modified engine exhaust pipe DAI P/N D60-9078-06-01_01 or Technify 52-7810-H0014 01.

(d) Subject

Air Transport Association of America (ATA) Code 78: Engine Exhaust.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and address an unsafe condition on an aviation product. It has been determined that installation of additional exhaust pipe brackets, combined with additional inspections, is the most adequate solution to address the original unsafe condition, while it was also established that the modified exhaust pipes without directly attached heat shield are not adequate as replacement parts. Durability analysis of the design is still under investigation and further improvements in the exhaust design are expected. For these reasons, this AD removes the option to install a modified exhaust pipe without direct heat shield, adds inspection requirements for airplanes modified in accordance with Section III.2 of Diamond Aircraft Industries (DAI) WI-MSB 42-120 Revision 3, dated July 6, 2017 (installation of additional brackets), and for airplanes on which an exhaust pipe with directly attached heat shield was re-installed in accordance with DAI Work Instruction WI-OSB 42-131, dated December 20, 2017. The MCAI describes the unsafe condition as uncommanded engine shutdown during flight due to failure of the propeller regulating valve caused

by hot exhaust gases coming from fractured engine exhaust pipes. We are issuing this AD to prevent failure of the propeller regulating valve, which could result in forced landing, consequent damage and occupant injury.

(f) Compliance

Unless already done, do the following actions.

(1) An airplane is only required to have the actions of either (g) or (h) of this AD accomplished depending on the configuration.

(2) For the purpose of this AD, if the flight hours accumulated since first installation of an affected exhaust pipe or additional exhaust pipe clamp is not known, use the total hours time-in-service (TIS) accumulated on the airplane.

(g) Actions for Airplanes With Installed Original Engine Exhaust Pipes as of June 12, 2018 (the Effective Date of This AD)

See Appendix 1 to AD 2018-10-10 for a chart of required actions. An original engine exhaust pipe is defined in paragraph (c), Applicability, of this AD.

(1) At the applicable compliance time in paragraphs (g)(1)(i) and (ii) of this AD, and repetitively thereafter at intervals not to exceed 500 hours time-in-service (TIS), inspect the installed engine exhaust pipe. Do this inspection following section III.4–Inspection of exhaust pipe in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 4, dated December 20, 2017.

(i) If the engine exhaust pipe has 1,300 hours TIS or less since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Before or upon accumulating 1,500 hours TIS since the engine exhaust pipe was first installed on an airplane, and repetitively thereafter at intervals not to exceed 500 hours TIS.

(ii) If the engine exhaust pipe has more than 1,300 hours TIS since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Within the next 200 hours TIS after June 12, 2018 (the effective date of this AD), and repetitively thereafter at intervals not to exceed 500 hours time-in-service (TIS).

(2) During any inspection required in paragraph (g)(1) of this AD, if the engine exhaust pipe does not pass the inspection criteria, before further flight replace the engine exhaust pipe following section III.1–Re-installation of Exhaust Pipes with Directly Attached Heat Shield in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017 (which includes installing additional engine exhaust pipe clamps, an exhaust sheet, and incorporates spring washers). After replacement continue with the 500-hour TIS repetitive inspections.

(i) If only the engine exhaust pipe heat shield is loose, a one-time single weld is allowed following section III.3–Repair of Heat Shields of DAI P/N D60-9078-06-01/Technify P/Ns 52-7810-H0001 03 and 52-7810-H0001 04 in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017. After a repair of the heat shield, if a single weld point is subsequently found cracked, the heat shield is considered to be loose and the exhaust pipe must be replaced. After replacement or repair, continue with the 500-hour TIS repetitive inspections.

(ii) Engine exhaust pipes re-qualified following section III.2–Re-Qualification of Exhaust Pipes DAI P/N D60-9078-06-01/Technify P/Ns 52-7810-H0001 02, 52-7810-H0001 03, or 52-7810-H0001 04 in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017, are considered to have accumulated 1,500 hours TIS.

(3) Before further flight after the initial inspection required in paragraph (g)(1) of this AD and if no cracks were found or a repair to the exhaust pipe heat shield was done as required in paragraph (g)(2)(i) of this AD, then install additional engine exhaust pipe clamps, DAI P/Ns D60-7806-00-01 and D60-7806-00-02, and exhaust sheet, P/N D60-7806-00-03, and incorporate spring washers. Do the installations following III.2 Action 2–installation of additional exhaust clamp in the

INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017. See figure 1 to paragraph (g)(3) of this AD for additional information on the sequence of installation actions as identified in DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017 and Revision 4, dated December 20, 2017.

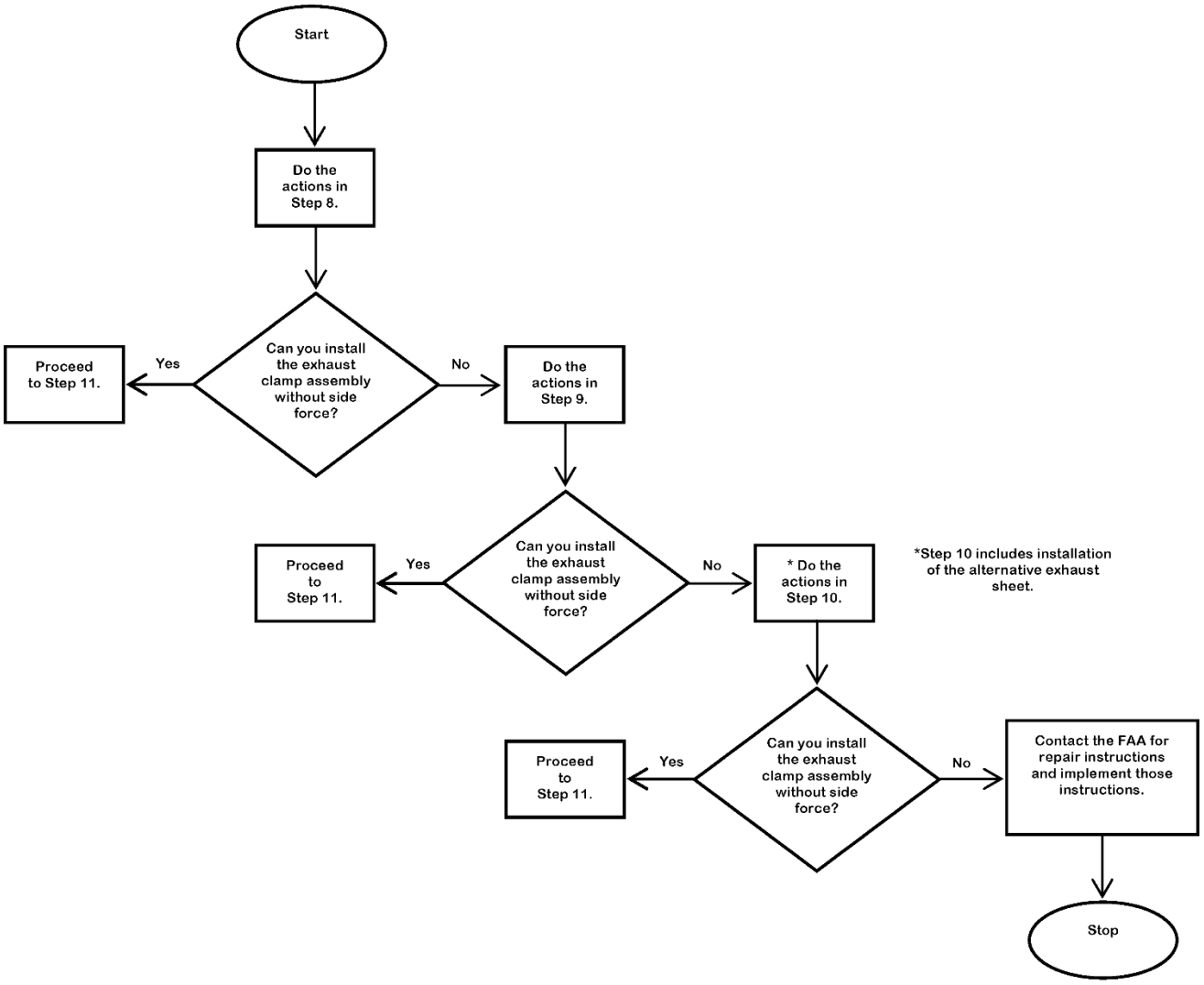


Figure 1 to paragraph (g)(3) of this AD:
Sequence of Actions for Exhaust Clamp Installation Identified in
DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, and
Revision 4, dated December 20, 2017

(4) During any engine exhaust pipe clamp and exhaust sheet with spring washer installation/replacement required in paragraphs (g)(2), (3), (6), and (7) of this AD, if the exhaust clamp assembly cannot be installed without side force using step 10 of III.2 Action 2–installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017, before further flight contact the FAA at the address specified in paragraph (i) of this AD to obtain and incorporate an FAA-approved repair/modification approved specifically for this AD. The FAA will coordinate with the European Aviation Safety Agency (EASA) and DAI for the development of a repair/modification to address the specific problem.

(5) At the applicable compliance time in paragraphs (g)(5)(i) and (ii) of this AD and repetitively thereafter at intervals not to exceed 25 hours TIS, remove and inspect each engine exhaust clamp for

cracks. Do this inspection following III.3 Action 3–Inspection of exhaust clamp for cracks of the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017.

(i) If the engine exhaust pipe clamp has less than 40 hours TIS since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Before or upon accumulating 50 hours TIS since the engine exhaust pipe clamp was first installed on an airplane.

(ii) If the engine exhaust pipe clamp has 40 hours TIS or more since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Within the next 10 hours TIS after June 12, 2018 (the effective date of this AD).

(6) Before further flight after any inspection required in paragraph (g)(5) of this AD and no crack is found, reinstall the engine exhaust pipe clamp, and incorporate spring washers following III.2 Action 2–installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017. See figure 1 to paragraph (g)(3) of this AD for additional information on the sequence of installation actions as identified in DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, and or Revision 4, dated December 20, 2017. Continue with the 25-hour TIS repetitive inspection as long as no cracks are found.

(7) Before further flight after any inspection required in paragraph (g)(5) of this AD and a cracked engine exhaust pipe clamp is found, replace the cracked engine exhaust pipe clamp with a new engine exhaust pipe clamp and incorporate spring washers following the service instructions specified in paragraph (g)(6) of this AD. All newly installed engine exhaust pipe clamps are subject to an initial 50-hour TIS and repetitive 25-hour TIS inspections for cracks following the service instructions specified in paragraph (g)(5) of this AD.

(h) Actions for Airplanes With Installed Modified Engine Exhaust Pipes as of June 12, 2018 (the Effective Date of This AD)

See Appendix 2 to AD 2018-10-10 for a chart of required actions. A modified engine exhaust pipe is defined in paragraph (c), Applicability, of this AD.

(1) At the applicable compliance time in paragraphs (h)(1)(i) and (ii) of this AD and repetitively thereafter at intervals not to exceed 50 hours TIS, inspect each engine exhaust pipe for cracks. Do this inspection following I.9 Accomplishment/Instructions in DAI Mandatory Service Bulletin MSB-42-129, dated May 17, 2017.

(i) If the engine exhaust pipe has less than 40 hours TIS since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Before or upon accumulating 50 hours TIS since the affected engine exhaust pipe was first installed on an airplane, repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(ii) If the engine exhaust pipe has 40 hours TIS or more since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Within the next 10 hours TIS after June 12, 2018 (the effective date of this AD), repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(2) If a crack is found during any inspection required by paragraph (h)(1) of this AD, before further flight replace the engine exhaust pipe with an engine exhaust pipe, DAI P/N D60-9078-06-01 or Technify P/Ns 52-7810-H0001 02, 52-7810-H0001 03, or 52-7810-H0001 04. Do the replacement following section III.1–Re-installation of Exhaust Pipes with Directly Attached Heat Shield in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017, which includes installing additional engine exhaust pipe clamps, an exhaust sheet, and incorporates spring washers.

(3) After installing an engine exhaust pipe, DAI P/N D60-9078-06-01 or Technify P/Ns 52-7810-H0001 02, 52-7810-H0001 03, or 52-7810-H0001 04 (which includes installing additional engine exhaust pipe clamps, an exhaust sheet, and incorporates spring washers), repetitively thereafter inspect at intervals not to exceed 500 hours TIS. Do this inspection following section III.4–Inspection

of exhaust pipe in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 4, dated December 20, 2017.

(4) During any inspection required in paragraph (h)(3) of this AD, if the engine exhaust pipe does not pass the inspection criteria, before further flight replace the engine exhaust pipe following section III.1–Re-installation of Exhaust Pipes with Directly Attached Heat Shield in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017 (which includes installing additional engine exhaust pipe clamps, an exhaust sheet, and incorporates spring washers). After replacement, continue with the 500-hour TIS repetitive inspections.

(i) If only the engine exhaust pipe heat shield is loose, a one-time single weld is allowed following section III.3–Repair of Heat Shields of DAI P/N D60-9078-06-01/Technify P/Ns 52-7810-H0001 03 and 52-7810-H0001 04 in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017. After a repair of the heat shield, if a single weld point is subsequently found cracked, the heat shield is considered to be loose and the exhaust pipe must be replaced. After replacement or repair, continue with the 500-hour TIS repetitive inspections.

(ii) Engine exhaust pipes re-qualified following section III.2–Re-Qualification of Exhaust Pipes DAI P/N D60-9078-06-01/Technify P/Ns 52-7810-H0001 02, 52-7810-H0001 03, or 52-7810-H0001 04 in the INSTRUCTIONS section of DAI Work Instruction WI-OSB 42-131, dated December 20, 2017, are considered to have accumulated 1,500 hours TIS.

(5) During any engine exhaust pipe clamp, exhaust sheet with spring washer installation/replacement required in paragraphs (h)(2), (4), (7), and (8) of this AD, if the exhaust clamp assembly cannot be installed without side force using step 10 of III.2 Action 2–installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017, before further flight contact the FAA at the address specified in paragraph (i) of this AD to obtain and incorporate an FAA-approved repair/modification approved specifically for this AD. The FAA will coordinate with the European Aviation Safety Agency (EASA) and DAI for the development of a repair/modification to address the specific problem.

(6) At the applicable compliance time in paragraphs (h)(6)(i) and (ii) of this AD and repetitively thereafter at intervals not to exceed 25 hours TIS, remove and inspect each engine exhaust clamp for cracks. Do this inspection following III.3 Action 3–Inspection of exhaust clamp for cracks of the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017.

(i) If the engine exhaust pipe clamp has less than 40 hours TIS since first installed on an airplane as of June 12, 2018 (the effective date of this AD): Before or upon accumulating 50 hours TIS since the engine exhaust pipe clamp was first installed on an airplane.

(ii) If the engine exhaust pipe clamp has 40 hours TIS or more since first installed on an airplane as of June 12, 2018

(the effective date of this AD): Within the next 10 hours TIS after June 12, 2018 (the effective date of this AD).

(7) Before further flight after any inspection required in paragraph (h)(6) of this AD and no crack is found, reinstall the engine exhaust pipe clamp and incorporate spring washers following III.2 Action 2–installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, or Revision 4, dated December 20, 2017. See figure 2 to paragraph (g)(7) of this AD for additional information on the sequence of installation actions as identified in DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, and or Revision 4, dated December 20, 2017. Continue with the 25-hour TIS repetitive inspection as long as no cracks are found.

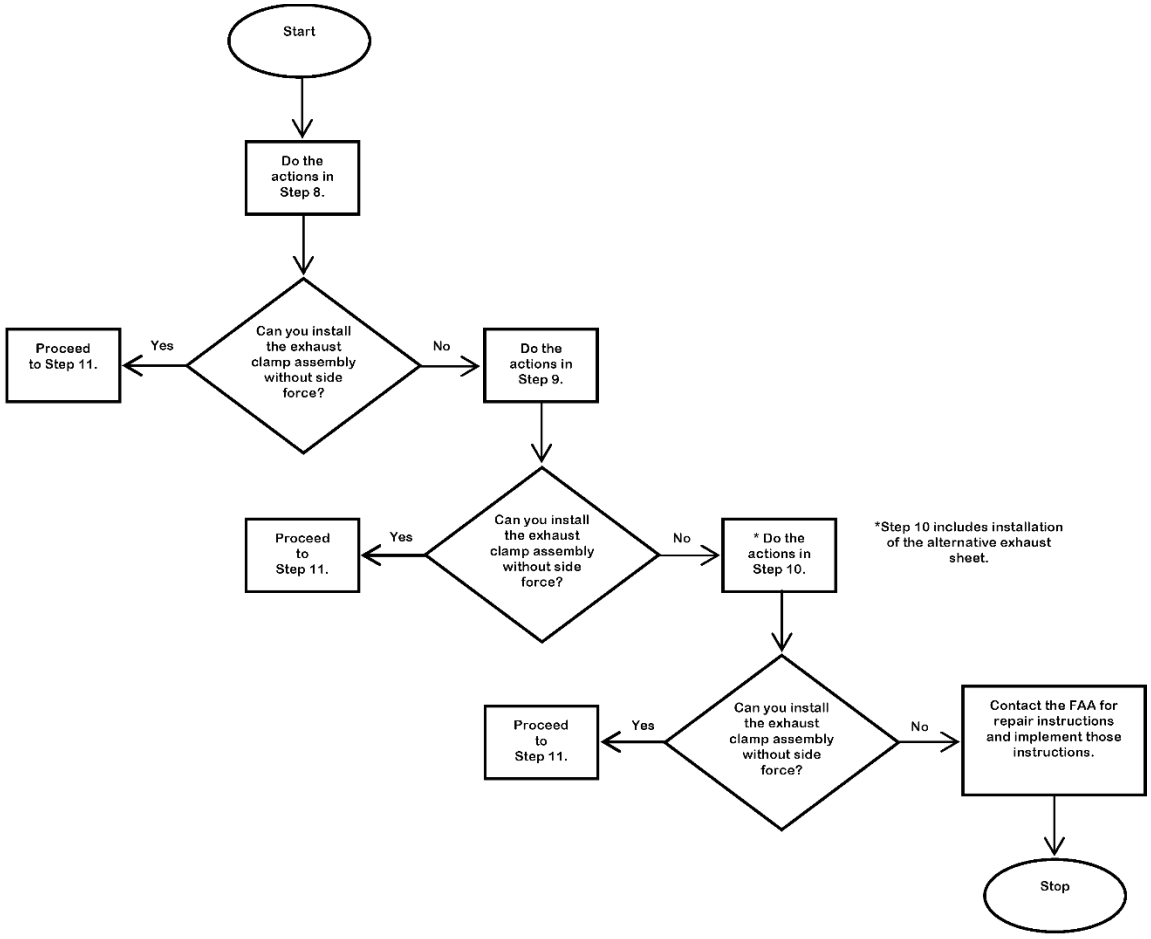


Figure 2 to paragraph (h)(7) of this AD:
Sequence of Actions for Exhaust Clamp Installation Identified in
DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, and
Revision 4, dated December 20, 2017

(8) Before further flight after any inspection required in paragraph (h)(6) of this AD and a cracked engine exhaust pipe clamp is found, replace the cracked engine exhaust pipe clamp with a new engine exhaust pipe clamp and incorporate spring washers following the service instructions specified in paragraph (h)(7) of this AD. All newly installed engine exhaust pipe clamps are subject to an initial 50-hour TIS and repetitive 25-hour TIS inspections for cracks following the service instructions specified in paragraph (h)() of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(j) Related Information

Refer to MCAI EASA AD No. 2017-0254, dated December 21, 2017, for related information. You may examine the MCAI on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2018-0188.

(k) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on June 12, 2018.

(i) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-120, Revision 4, dated December 20, 2017.

(ii) Diamond Aircraft Industries GmbH Work Instruction WI-OSB 42-131, dated December 20, 2017.

(4) The following service information was approved for IBR on May 31, 2017 (82 FR 24843, May 31, 2017).

(i) Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB-42-129, dated May 17, 2017.

(ii) Reserved.

(5) The following service information was approved for IBR on August 1, 2017 (82 FR 35630, August 1, 2017).

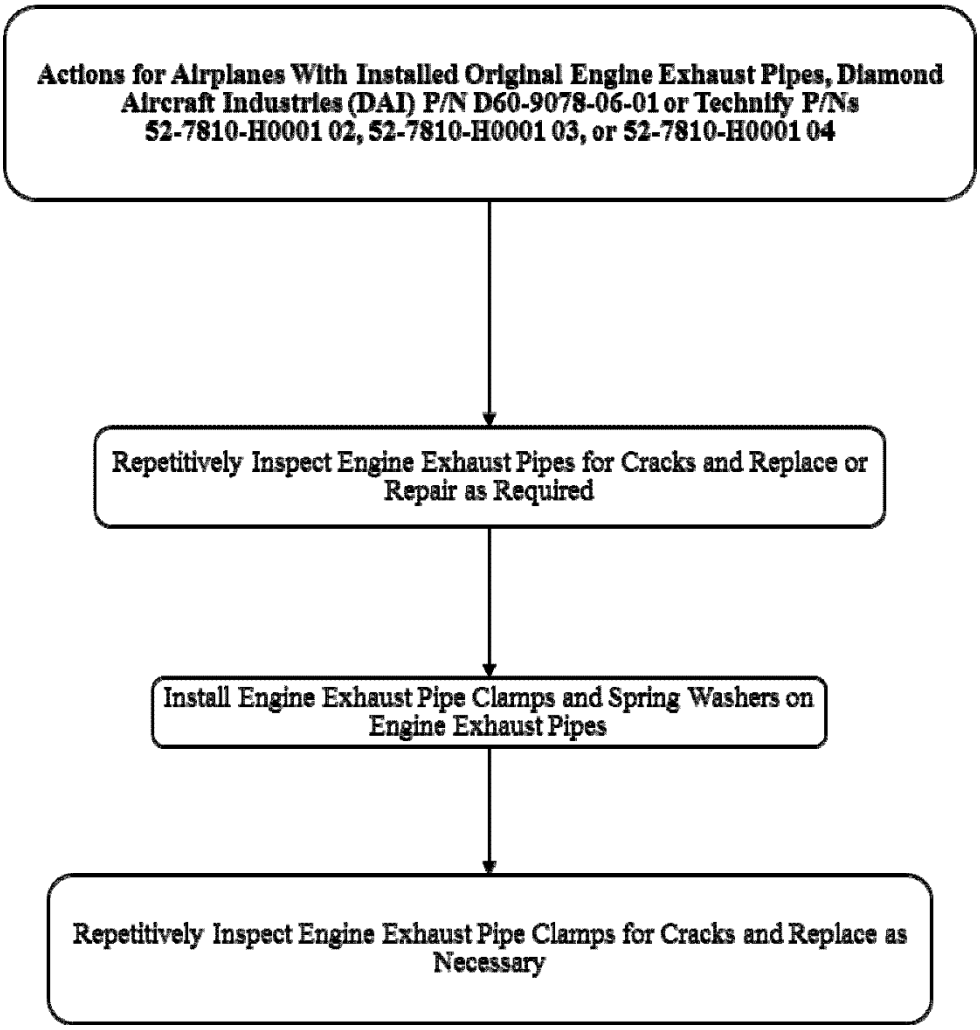
(i) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017.

(ii) Reserved.

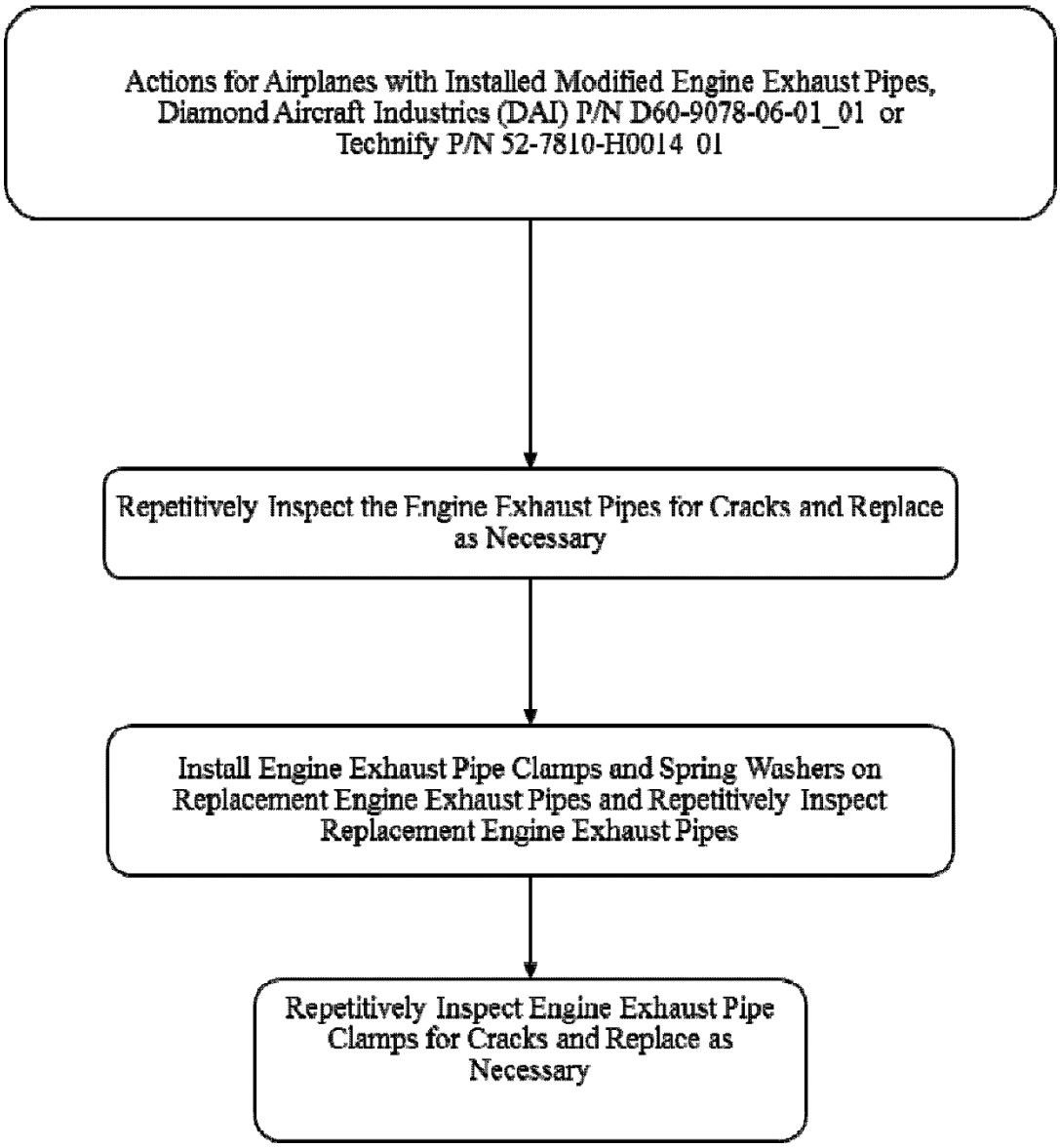
(6) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Strasse 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; email: office@diamond-air.at; internet: http://www.diamondaircraft.com.

(7) You may view this service information at FAA, Small Airplane Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at http://www.regulations.gov by searching for locating Docket No. FAA-2018-0188.

(8) You may view the 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.


Actions for Airplanes With Installed Original Engine Exhaust Pipes, Diamond Aircraft Industries (DAI) P/N D60-9078-06-01 or Technify P/Ns 52-7810-H0001 02, 52-7810-H0001 03, or 52-7810-H0001 04
Repetitively Inspect Engine Exhaust Pipes for Cracks and Replace or Repair as Required
Install Engine Exhaust Pipe Clamps and Spring Washers on Engine Exhaust Pipes
Repetitively Inspect Engine Exhaust Pipe Clamps for Cracks and Replace as Necessary

Appendix 2 to AD 2018-10-10



Issued in Kansas City, Missouri, on May 11, 2018.

Melvin J. Johnson,

Aircraft Certification Service, Deputy Director, Policy and Innovation Division, AIR-601.

[FR Doc. 2018-10580 Filed 5-22-18; 8:45 am]

BILLING CODE 4910-13-C

2018-11-01 Airbus Helicopters: Amendment 39-19289; Docket No. FAA-2015-3883; Product Identifier 2014-SW-029-AD.

(a) Applicability

This AD applies to Model AS332L2 and Model EC225LP helicopters, certificated in any category, with an extended aluminum splice installed on frame 5295, except helicopters with steel splice kit part number 332A08-2649-3072 installed.

Note 1 to paragraph (a) of this AD: Helicopters with Modification (MOD) 0726517 have an extended aluminum splice installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack on helicopter frame 5295. This condition could result in structural failure of the frame and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective June 27, 2018.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Before a splice reaches 1,700 hours time-in-service (TIS), within 50 hours TIS, or before the helicopter reaches 11,950 hours TIS, whichever occurs later, do the following:

(i) Install the rail support cut-out and identify the right-hand and left-hand junction profile in accordance with the Accomplishment Instructions, paragraph 3.B.2, of Airbus Helicopters Alert Service Bulletin (ASB) No. EC225-05A038, Revision 0, dated April 15, 2014 (ASB EC225-05A038), or ASB No. AS332-05.00.97, Revision 0, dated April 15, 2014 (ASB AS332-05.00.97), whichever is applicable to your helicopter.

(ii) Inspect each splice for a crack in the area depicted as Area Y in Figure 3 of ASB EC225-05A038 or ASB AS332-05.00.97, whichever is applicable to your helicopter. If a crack exists, repair or replace the splice before further flight.

(2) Thereafter at intervals not to exceed 110 hours TIS, inspect each splice for a crack in the area depicted as Area Y in Figure 3 of ASB EC225-05A038 or ASB AS332-05.00.97. If a crack exists, repair or replace the splice before further flight.

(f) Credit for Actions Previously Completed

Installing rail support cut-outs in accordance with MOD 0728090 or Airbus Helicopters Service Bulletin No. 05-019, Revision 4, dated September 22, 2014, before the effective date of this AD is considered acceptable for compliance with the corresponding actions specified in paragraph (e)(1)(i) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations & Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

(1) Airbus Helicopters Service Bulletin (SB) No. 05-019, Revision 4, dated September 22, 2014, and Eurocopter Helicopters (now Airbus Helicopters) SB No. 53-003, Revision 4, and SB No. 53.01.52, Revision 5, both dated July 23, 2010, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.airbushelicopters.com/techpub. You may view the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2014-0098-E, dated April 25, 2014. You may view the EASA AD on the internet at http://www.regulations.gov in Docket No. FAA-2015-3883.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5310, Fuselage Main, Structure.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Airbus Helicopters Alert Service Bulletin No. EC225-05A038, Revision 0, dated April 15, 2014.

(ii) Airbus Helicopters Alert Service Bulletin No. AS332-05.00.97, Revision 0, dated April 15, 2014.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.airbushelicopters.com/techpub.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 Fort Worth, Texas, on May 16, 2018.
Scott A. Horn,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,
Aircraft Certification Service.

2018-11-05 Honda Aircraft Company LLC: Amendment 39-19293; Docket No. FAA-2018-0463; Product Identifier 2018-CE-021-AD.

(a) Effective Date

This AD is effective May 29, 2018.

(b) Affected ADs

This AD replaces AD 2018-06-10, Amendment 39-19230 (83 FR 13401, March 29, 2018), ("AD 2018-06-10").

(c) Applicability

This AD applies to Honda Aircraft Company LLC Model HA-420 airplanes, serial numbers 42000011 through 42000089, that:

(1) have power brake valve, part number (P/N) HJ1-13243-101-005 or HJ1-13243-101-007, installed; and

(2) are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by reports of unannunciated asymmetric braking during ground operations and landing deceleration. We are issuing this AD to detect failure of the power brake valve and to correct the inadvertent serial number error in AD 2018-06-10. The unsafe condition, if not addressed, could result in degraded braking performance and reduced directional control during ground operations and landing deceleration.

(f) Compliance

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

(g) Insert Temporary Revision Into the Airplane Flight Manual (AFM)

Before further flight after May 29, 2018 (the effective date of this AD) insert Honda Aircraft Company Temporary Revision TR 01.1, dated February 16, 2018, into the Honda Aircraft Company (Honda) HA-420 Airplane Flight Manual (AFM) ("the temporary revision"). This insertion and the steps therein may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in

accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Replace the Power Brake Valve (PBV)

As of and any time after May 29, 2018 (the effective date of this AD), if any of the procedures listed in the temporary revision referenced in paragraph (g) of this AD reveal a leaking PBV, before further flight, replace the PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved design PBV, P/N HJ1-13243-101-009. Do the replacement using the Accomplishment Instructions in either Honda Service Bulletin SB-420-32-001, dated January 8, 2018, or Revision B, dated April 16, 2018. Before further flight after installing P/N HJ1-13243-101-009, remove the temporary revision from the Honda HA-420 AFM.

(i) No Reporting Requirement

Although Honda Service Bulletin SB-420-32-001, dated January 8, 2018, and Revision B, dated April 16, 2018, specify submitting certain information to the manufacturer, this AD does not require that action.

(j) Optional Terminating Action for Inserting the AFM Temporary Revision/Pilot Checks

(1) Instead of inserting the temporary revision or at any time after inserting the temporary revision required by paragraph (g) of this AD, you may replace the installed PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved design PBV, P/N HJ1-13243-101-009. The replacement must be done using the Accomplishment Instructions in either Honda Service Bulletin SB-420-32-001, dated January 8, 2018, or Revision B, dated April 16, 2018. Before further flight after installing P/N HJ1-13243-101-009, remove the temporary revision from the Honda HA-420 AFM.

(2) If you choose to follow the temporary revision required by paragraph (g) of this AD instead of the optional replacement in paragraph (j)(1) of this AD, the on-condition replacement required by paragraph (h) of this AD is still required before further flight.

(k) Special Flight Permit

Special flight permits for this AD are prohibited.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (m) 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.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (l)(3)(i) and (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 this AD. 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.

(m) Related Information

For more information about this AD, contact Samuel Kovitch, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5570; fax: (404) 474-5605; email: samuel.kovitch@faa.gov.

(n) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on May 29, 2018.

(i) Honda Aircraft Company Service Bulletin SB-420-32-001, Revision B, dated April 16, 2018.

(ii) Reserved.

(4) The following service information was approved for IBR on April 13, 2018 (83 FR 13401, March 29, 2018).

(i) Honda Aircraft Company Temporary Revision TR 01.1, dated February 16, 2018, to the Honda Aircraft Company HA-420 Airplane Flight Manual.

(ii) Honda Service Bulletin SB-420-32-001, dated January 8, 2018.

(5) For Honda Aircraft Company LLC service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, North Carolina 27410; telephone (336) 662-0246; internet: http://www.hondajet.com.

(6) You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on May 17, 2018.

Pat Mullen,

Aircraft Certification Service, Acting Deputy Director, Policy and Innovation Division, AIR-601.

[FR Doc. 2018-11067 Filed 5-23-18; 8:45 am]