

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2018-06**

*3/5/2018 - 3/18/2018*



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

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**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

| 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<br>Minneapolis, Inc.     | Mufflers  |
| 2018-02-07 |              | Various Restricted Category<br>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<br>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                   |



**2018-03-18 Agusta S.p.A.:** Amendment 39-19191; Docket No. FAA-2017-1010; Product Identifier 2016-SW-089-AD.

**(a) Applicability**

This AD applies to Agusta S.p.A. (Agusta) Model AW189 helicopters, certificated in any category, with an emergency float system (EFS) float assembly part number (P/N) 8G9560V00131, serial number (S/N) 066 or lower; P/N 8G9560V00231, S/N 068 or lower; P/N 8G9560V00331, S/N 068 or lower; or P/N 8G9560V00431, S/N 067 or lower, installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a punctured EFS float bag. This condition could result in loss of buoyancy of an EFS float bag being used in an emergency water ditching and subsequent injury to helicopter occupants.

**(c) Effective Date**

This AD becomes effective April 16, 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 120 hours time-in-service:

(i) Unfold and inspect each float bag assembly for any cuts, tears, punctures, or abrasion. If there is a cut, tear, puncture, or any abrasion, before further flight, repair the float bag assembly.

(ii) Replace each O-ring P/N S-B10104 with a pressure relief/topping (PRT) valve gasket P/N 316683A.

(iii) Install each PRT valve P/N P-G10025 and apply a torque of 4.5 to 5.5 Nm (39.8 to 48.6 inch-pounds).

(iv) Replace each inflate/deflate protection P/N 304694A with a PRT valve protection P/N 304694B.

(v) Install a piece of tape approximately 220 millimeters long over each PRT valve protection P/N 304694B.

(2) After the effective date of this AD, do not install an EFS float assembly P/N 8G9560V00131, S/N 066 or lower; P/N 8G9560V00231, S/N 068 or lower; P/N 8G9560V00331, S/N 068 or lower; or P/N 8G9560V00431, S/N 067 or lower on any helicopter unless you have complied with the actions in paragraph (e)(1) of this AD.

**(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Section, FAA, may approve AMOCs for this AD. Send your proposal to: Martin R. Crane, Aviation Safety Engineer, Regulations and 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.

**(g) Additional Information**

(1) Leonardo Helicopters Bollettino Tecnico No. 189-135, dated December 20, 2016, and Aero Sekur Service Bulletin No. SB-189-25-003, dated November 30, 2016, which are not incorporated by reference, contain 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 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. 2016-0263-E, dated December 22, 2016. You may view the EASA AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2017-1010.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 3212 Emergency Flotation Section.

Issued in Fort Worth, Texas, on March 2, 2018.

Scott A. Horn,  
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,  
Aircraft Certification Service.



**2018-04-09 Pacific Aerospace Limited:** Amendment 39-19205; Docket No. FAA-2017-1184; Product Identifier 2017-CE-029-AD.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, all serial numbers up to XL217, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 79: Engine Oil.

**(e) Reason**

This AD was prompted by 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 incorrectly marked and annunciated low oil pressure indication warnings. We are issuing this AD to prevent engine oil pressure from dropping below safe limits, which could cause possible engine damage or failure.

**(f) Actions and Compliance**

Unless already done, do the following actions in paragraphs (f)(1) through (4) of this AD, as applicable:

(1) For airplanes with Pilots Operating Handbook (POH) AIR 2825: Within the next 30 days after April 12, 2018 (the effective date of this AD), insert Pacific Aerospace temporary revisions XL/POH/00/001, XL/POH/02/001, and XUPOH/03/001, into the Pacific Aerospace Limited (PAL) 750XL POH AIR 2825 as specified in Pacific Aerospace Temporary Revision Instruction Letter, dated August 2017.

(2) For airplanes with Pilots Operating Handbook (POH) AIR 3237: Within the next 30 days after April 12, 2018 (the effective date of this AD), insert Pacific Aerospace temporary revisions XL/POH/00/001, XUPOH/02/001, XUPOH/03/001, and XUPOH/03/002, into the PAL 750XL POH AIR 3237 as specified in Pacific Aerospace Temporary Revision Instruction Letter, dated August 2017.

(3) For Pacific Aerospace 750XL airplanes up to serial number XL217: Within the next 100 hours time-in-service (TIS) after April 12, 2018 (the effective date of this AD) or within the next 12

months after April 12, 2018 (the effective date of this AD), whichever occurs first, replace the pressure switch for the low oil pressure light per the instructions in Part A of Pacific Aerospace Limited Mandatory Service Bulletin (PALMSB) PACSB/XL/088, dated August 11, 2017.

(4) For Pacific Aerospace 750XL airplanes up to serial number XL217 fitted with PIN INS 60-8 oil pressure/temperature indicator: Within the next 100 hours TIS after April 12, 2018 (the effective date of this AD) or within the next 12 months after April 12, 2018 (the effective date of this AD), whichever occurs first, replace the oil pressure/temperature indicator per the instructions in Part B of PALMSB PACSB/XL/088, dated August 11, 2017.

### **(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](mailto: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 (CAA), which is the aviation authority for New Zealand.

### **(h) Related Information**

Refer to CAA MCAI AD No. DCA/750XL/19, dated September 7, 2017, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2017-1184-0002>.

### **(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.

(i) Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/088, dated August 11, 2017.

(ii) Pacific Aerospace Temporary Revision Instruction Letter, dated August 2017, which includes Pacific Aerospace temporary revisions XL/POH/00/001, XUPOH/02/001, XUPOH/03/001, and XUPOH/03/002.

(3) For Pacific Aerospace service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton, Private Bag 3027, Hamilton 3240, New Zealand; telephone: +64 7 843 6144; facsimile: +64 7 843 6134; email: [pacific@aerospace.co.nz](mailto:pacific@aerospace.co.nz); internet: [www.aerospace.co.nz](http://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. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1184.

(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 February 16, 2018.  
Pat Mullen,  
Acting Deputy Director, Policy & Innovation Division,  
Aircraft Certification Service.



**2018-04-10 Pilatus Aircraft Limited:** Amendment 39-19206; Docket No. FAA-2017-1079; Product Identifier 2017-CE-039-AD.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pilatus Aircraft Limited Model PC-7 airplanes, manufacturer serial numbers 101 through 618, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 32: Landing Gear.

**(e) Reason**

This AD was prompted by 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 the brakes remaining activated after release of the brake pedal. We are issuing this AD to prevent the brakes from remaining activated after the brake pedal has been released, which could lead to asymmetric braking and subsequent loss of control.

**(f) Actions and Compliance**

Unless already done, within the next 90 days after the effective date of this AD, modify the brake pedal interconnecting tie rods by removing the bonding straps and attachment hardware following sections A, B, and C of the Accomplishment Instructions in Pilatus Service Bulletin 32-028, dated September 20, 2017.

**(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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@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 Federal Office of Civil Aviation (FOCA), which is the aviation authority for Switzerland.

#### **(h) Related Information**

Refer to MCAI FOCA AD HB-2017-002, dated October 20, 2017, for related information. The MCAI can be found in the AD docket on the internet at:  
<https://www.regulations.gov/document?D=FAA-2017-1079-0002>.

#### **(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.

(i) Pilatus Service Bulletin 32-028, dated September 20, 2017.

(ii) Reserved.

(3) For service information identified in this AD, contact PILATUS Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; phone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: [techsupport@pilatus-aircraft.com](mailto:techsupport@pilatus-aircraft.com); internet: <http://www.pilatus-aircraft.com>.

(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. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1079.

(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 February 16, 2018.

Pat Mullen,  
Acting Deputy Director, Policy & Innovation Division,  
Aircraft Certification Service.



**2018-05-03 Safran Helicopter Engines (Type Certificate previously held by Turbomeca, S.A.):**  
Amendment 39-19212; Docket No. FAA-2018-0084; Product Identifier 2018-NE-02-AD.

**(a) Effective Date**

This AD is effective March 21, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Safran Helicopter Engines, S.A., Arrius 2F turboshaft engines, with an oil system electrical magnetic plug magnetic head, part number (P/N) 9520011545, with serial numbers (S/Ns) DU4621 through DU5053 inclusive, installed.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7900, Engine Oil System (Airframe Furnished).

**(e) Unsafe Condition**

This AD was prompted by reports from the manufacturer of a batch of non-conforming magnetic heads installed on electrical oil debris magnetic plugs. We are issuing this AD to prevent failure of the engine oil debris detection system. This unsafe condition, if not addressed, could result in the inability to detect engine bearing failures, failure of the engine, in-flight shutdown, and loss of the helicopter.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 15 flight hours or 30 days, whichever occurs first after the effective date of this AD, and then after each flight, inspect the magnetic head installed on the rear electrical magnetic plug in accordance with the Accomplishment Instructions, paragraph 2.4.5, of Safran Helicopter Engines Alert Mandatory Service Bulletin (MSB) A319 79 4840, Version A, dated November 27, 2017.

(2) Within 60 days after the effective date of this AD, replace each affected magnetic head, installed on the front or the rear electrical magnetic plug, with a part eligible for installation in accordance with the Accomplishment Instructions, paragraph 2.4.2, of Safran Helicopter Engines Alert MSB A319 79 4841, Version A, dated November 20, 2017.

(3) After replacement of the magnetic head installed on the rear electrical magnetic plug, as required by paragraph (g)(2) of this AD, the repetitive inspections required by paragraph (g)(1) of this AD are no longer required.

#### **(h) Installation Prohibition**

After the effective date of this AD, except as part of the inspection required by paragraph (g)(1) of this AD, do not install a magnetic head, P/N 9520011545, with an S/N DU4621 up to and including DU5053 on any engine.

#### **(i) Alternative Methods of Compliance (AMOCs)**

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

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

#### **(j) Related Information**

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

(2) Refer to MCAI European Aviation Safety Agency AD 2018-0012-E, dated January 16, 2018, for more information. You may examine the MCAI in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0084.

#### **(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) Safran Helicopter Engines Alert Mandatory Service Bulletin (MSB) A319 79 4840, Version A, dated November 27, 2017.

(ii) Safran Helicopter Engines Alert MSB A319 79 4841, Version A, dated November 20, 2017.

(3) For Safran Helicopter Engines service information identified in this AD, contact Safran Helicopter Engines, S.A., 40220 Tarnos, France; phone: (33) 05 59 74 40 00; fax: (33) 05 59 74 45 15.

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

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

Issued in Burlington, Massachusetts, on February 23, 2018.  
Karen M. Grant,  
Acting Manager, Engine and Propeller Standards Branch,  
Aircraft Certification Service.



**FAA**  
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## **AIRWORTHINESS DIRECTIVE**

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**2018-05-08 GA 8 Airvan (Pty) Ltd:** Amendment 39-19217; Docket No. FAA-2017-1166; Product Identifier 2017-CE-042-AD.

### **(a) Effective Date**

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

### **(b) Affected ADs**

This AD replaces AD 2013-19-12, Amendment 39-17594 (78 FR 58872, September 25, 2013) ("AD 2013-19-12").

### **(c) Applicability**

This AD applies to the following GA 8 Airvan (Pty) Ltd airplane models and serial numbers (S/Ns) presented in paragraphs (c)(1) and (c)(2) that are certificated in any category:

(1) Group 1 Airplanes:

(i) Model GA8: S/N GA8-02-012 and S/Ns 128 through 205; and

(ii) Model GA8-TC320: S/Ns GA8-TC 320-02-016, GA8-TC 320-03-025, GA8-TC 320-09-120, and S/Ns 129 through 205.

(2) Group 2 Airplanes:

(i) Model GA8: S/N GA8-02-012 and S/Ns 128 through 246; and

(ii) Model GA8-TC320: S/Ns GA8-TC 320-02-016, GA8-TC 320-03-025, GA8-TC 320-09-120, and S/Ns 129 through 246.

Note 1 to paragraph (c) of this AD: The last three digits (third tier designation) of the affected airplane model S/Ns are sequential regardless of the model designation (first tier designation) or the year produced (second tier designation).

### **(d) Subject**

Air Transport Association of America (ATA) Code 28: Fuel System.

### **(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. The MCAI describes the unsafe condition as the fuel system integral sump tank not meeting FAA regulations. We are issuing this AD to prevent the accumulation of flammable fluids or vapors, which could lead to a flammability issue.

### **(f) Actions and Compliance**

Unless already done, do the following actions:

(1) For all affected Group 1 airplanes: Within the next 100 hours time-in-service (TIS) after April 12, 2018 (the effective date of this AD) or within the next 3 months after April 12, 2018 (the effective date of this AD), whichever occurs first, modify the airplane following Part 1 of GippsAero Service Bulletin SB-GA8-2012-96, Issue 6, dated July 21, 2016. If the airplane was previously affected under AD 2013-19-12 and compliance with that AD has already been done, this AD allows credit for doing this modification following Part 1 of GippsAero Mandatory Service Bulletin SB-GA8-2012-96, Issue 4, dated August 12, 2013.

(2) For affected Group 1 airplanes that are equipped with a cargo pod part number GA8-255004-017 or GA8-255004-019: Before further flight after the modification required in paragraph (f)(1) of this AD, modify the cargo pod following Part 2 of GippsAero Service Bulletin SB-GA8-2012-96, Issue 6, dated July 21, 2016. If the airplane was previously affected under AD 2013-19-12 and compliance with that AD has already been done, this AD allows credit for doing this modification following Part 2 of GippsAero Mandatory Service Bulletin SB-GA8-2012-96, Issue 4, dated August 12, 2013.

(3) For all affected Group 2 airplanes: Within the next 100 hours TIS after April 12, 2018 (the effective date of this AD) or within 3 months after April 12, 2018 (the effective date of this AD), whichever occurs first, modify the airplane following Part 3 of GippsAero Service Bulletin SB-GA8-2012-96, Issue 6, dated July 21, 2016.

#### **(g) Credit for Actions Done Following Previous Service Information**

This AD allows credit for airplanes that were previously affected by AD 2013-19-12 and the actions required in paragraphs (f)(1) and (f)(2) of this AD were previously done following Part 1 and Part 2 of GippsAero Mandatory Service Bulletin SB-GA8-2012-96, Issue 4, dated August 12, 2013.

#### **(h) 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@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 Safety Authority (CASA).

#### **(i) Related Information**

Refer to MCAI Civil Aviation Safety Authority (CASA) AD No. AD/GA8/7, Amendment 1, dated November 13, 2017; and GippsAero Mandatory Service Bulletin SB-GA8-2012-96, Issue 4, dated August 12, 2013. You may examine the MCAI on the internet at <https://www.regulations.gov/document?D=FAA-2017-1166-0002>.

#### **(j) Material Incorporated by Reference**

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

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

(i) GippsAero Service Bulletin SB-GA8-2012-96, Issue 6, dated July 21, 2016.

(ii) Reserved.

(3) For GA 8 Airvan (Pty) Ltd service information identified in this AD, contact GA 8 Airvan (Pty) Ltd, c/o GippsAero Pty Ltd, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: +61 03 5172 1200; fax: +61 03 5172 1201; email: [aircraft.techpubs@mahindraaerospace.com](mailto:aircraft.techpubs@mahindraaerospace.com).

(4) 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-2017-1166.

(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 February 26, 2018.

Melvin J. Johnson,  
Deputy Director, Policy & Innovation Division,  
Aircraft Certification Service.



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2018-05-09 Airbus Helicopters:** Amendment 39-19218; Docket No. FAA-2018-0177; Product Identifier 2017-SW-138-AD.

### **(a) Applicability**

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category.

### **(b) Unsafe Condition**

This AD defines the unsafe condition as failure of a tail rotor (T/R) flapping hinge link (hinge). This condition could result in unbalance of the T/R, detachment of the T/R gearbox and hub, and subsequent loss of control of the helicopter.

### **(c) Effective Date**

This AD becomes effective March 26, 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 25 hours time-in-service, inspect each T/R hinge as follows:

(i) Point each T/R blade downward and perform a tactile inspection of each hinge for friction points. Record whether there is a friction point.

(ii) Measure play in the drag plane depicted as “J” in Figure 1 of Airbus Helicopters Emergency Alert Service Bulletin No. 64.00.43, Revision 0, dated November 21, 2017 (EASB 64.00.43), and record the measurement.

(iii) Measure the tightening torque of each spindle bolt and record the measurement.

(A) If the tightening torque is less than 564 inch-pounds or more than 955 inch-pounds, before further flight, dye-penetrant inspect the spindle bolt for a crack and record whether there is a crack. Remove the spindle bolt and the hexagonal castellated nut from service.

(B) If the tightening torque is between 564 inch-pounds and 955 inch-pounds, inspect the spindle bolt for corrosion and fretting and record whether there is corrosion or fretting. If there is corrosion or fretting that cannot be removed by hand with an abrasive pad, before further flight, dye-penetrant inspect the spindle bolt for a crack in areas Z1 and Z2 as depicted in Figure 2 of EASB 64.00.43. If there is a crack, before further flight, record that there is a crack and remove from service the spindle bolt, hexagonal castellated nut, inner ring, stop washers, needle bearings or set of needle bearings, seals, and split washer.

(iv) Remove the inner ring and stop washers.

(v) Inspect the bearing race inner ring and bearing needles for spalling. If there is any spalling, before further flight, record that there is spalling and replace the bearing race.

(vi) Measure the thickness of each stop washer. If the thickness is less than 1.5 mm (.060 inch), before further flight, remove the stop washer from service. Record that the stop washer was removed from service because of thickness.

(vii) Inspect the inner ring for brinelling.

(A) If there is brinelling more than 0.1 mm (.004 inch) in depth, before further flight, record that there is brinelling and repair the hinge.

(B) If there is brinelling 0.1 mm (.004 inch) or less in depth, before further flight, turn the inner ring to position the area with brinelling on the T/R hub pin side. Record the brinelling and the turning of the inner ring. Dye-penetrant inspect the inner ring for a crack in the area depicted as "Z3" of Figure 3 of EASB 64.00.43. If there is a crack, before further flight, record that there is a crack in the inner ring and remove from service the spindle bolt, hexagonal castellated nut, inner ring, stop washers, needle bearings or set of needle bearings, seals, and split washer.

(2) Within 10 days after the inspection, submit a report of the measurements and findings of the inspection required by paragraph (e)(1) of this AD, as specified in the Appendix of EASB 64.00.43, to support.technical-dyncomp.ah@airbus.com.

#### **(f) Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

#### **(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: Martin R. Crane, 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**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2017-0232-E, dated November 21, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0177.

#### **(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6420 Tail Rotor Head.

**(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 Emergency Alert Service Bulletin (EASB) No. 64.00.43, Revision 0, dated November 21, 2017.

(ii) Reserved.

Note 1 to paragraph (j)(2): Airbus Helicopters EASB No. 64.00.43, Revision 0, dated November 21, 2017, is co-published as one document along with Airbus Helicopters EASB No. 64.00.21, Revision 0, dated November 21, 2017, which is not incorporated by reference.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at [http://www.helicopters.airbus.com/website/en/ref/Technical-Support\\_73.html](http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html).

(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 February 26, 2018.

Lance T. Gant,  
Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.



**2018-05-10 Agusta S.p.A.:** Amendment 39-19219; Docket No. FAA-2018-0181; Product Identifier 2017-SW-085-AD.

**(a) Applicability**

This AD applies to Agusta S.p.A. Model AB412 and AB412 EP helicopters with a seat belt comfort clip installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a shoulder harness seat belt comfort clip interfering with the seat belt inertia reel, which could prevent the seatbelt from locking and result in injury to the occupant during an emergency landing.

**(c) Effective Date**

This AD becomes effective March 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) Within 50 hours time-in-service:
  - (i) Remove from service each seat belt comfort clip.
  - (ii) Inspect each shoulder harness seat belt for a rip and abrasion. If there is a rip or any abrasion, before further flight, replace the shoulder harness seat belt.
- (2) After the effective date of this AD, do not install a shoulder harness seat belt comfort clip on any 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; 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) Finmeccanica Bollettino Tecnico No. 412-145, dated March 8, 2016, 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. 2016-0054, dated March 14, 2016. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0181.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2500 Cabin Equipment/Furnishings.

Issued in Fort Worth, Texas, on March 2, 2018.

Lance T. Gant,  
Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.