

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2019-20**

*9/16/2019 - 9/29/2019*



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

**Biweekly 2019-01**

2018-26-02	R 2016-25-19	Airbus Helicopters	AS350B3; EC130B4; EC130T2 helicopters
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**Biweekly 2019-02**

We published no ADs for the Small AD Biweekly during this period.

**Biweekly 2019-03**

2019-01-02		Aspen Avionics, Inc.	Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display (MFD), EFD1000 Emergency Backup Display, or EFD500 MFD units
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**Biweekly 2019-04**

2019-02-02		Pacific Aerospace Ltd.	FBA-2C1, FBA-2C2, FBA-2C3, and FBA-2C4 airplanes
2019-02-05	R 2013-11-03	Viking Air Limited	CL-215-1A10, CL-215-6B11 airplanes

**Biweekly 2019-05**

2014-05-06 R2	R 2014-05-06 R1	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+; MBB-BK 117 C-2 helicopters
2018-21-14		Zodiac Aerotechnics	MC10 series crew oxygen mask regulators
2018-22-11		Safran Helicopter Engines	ASTAZOU XIV B and H model engines
2019-03-02		Pacific Aerospace Limited	750XL airplanes
2019-03-05		Bell Helicopter Textron Canada Limited	429 helicopters

**Biweekly 2019-06**

2019-03-12		Airbus Helicopters	EC225 LP helicopters
2019-05-03		Leonardo S.p.A.	AB139 and AW139; AW169 and AW189 helicopters
2019-05-04		MD Helicopters, Inc.	369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters
2019-05-05	R 97-26-03	Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2019-05-06		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters

**Biweekly 2019-07**

We published no ADs for the Small AD Biweekly during this period.

**Biweekly 2019-08**

2019-04-01		HPH s. r.o.	Glasfögel 304C, Glasfögel 304CZ, and Glasfögel 304CZ-17 gliders
2019-05-15		Pilatus Aircraft Ltd	PC-7 airplanes
2019-06-04		Bell Helicopter Textron Canada Limited	429 helicopters
2019-06-05		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, and MBB-BK 117 C-2 helicopters
2019-06-10		Vulcanair S.p.A.	AP68TP-300 “SPARTACUS”; AP68TP-600 “VIATOR” airplanes
2019-06-11		Pacific Aerospace Limited	750XL airplanes
2019-07-02		Robinson Helicopter Company	R66 helicopters

**Biweekly 2019-09**

2019-07-07		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO105LS A-3, MBB-BK 117A-1, MBB-BK 117A-3, MBB-BK 117A-4, MBB-BK 117B-1, MBB-BK 117B-2, MBB-BK 117C-1, MBB-BK 117C-2, and MBB-BK 117D-2 helicopters
2019-07-08		GA 8 Airvan (Pty) Ltd	GA8 and Model GA8-TC320 airplanes
2019-07-10	A 2010-26-09	Northrop Grumman LITEF GmbH	LCR-100 Attitude and Heading Reference System

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2019-08-51	E	Cirrus Design Corporation (Cirrus)	SF50 airplanes
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**Biweekly 2019-10**

We published no ADs for the Small AD Biweekly during this period.

**Biweekly 2019-11**

2019-08-10		Bell Helicopter Textron Canada Limited (Bell)	Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, and 407 helicopters
2019-08-13		Textron Aviation, Inc.	Models 525, 525A, and 525B airplanes
2019-09-02	R 2018-17-01	Bell Helicopter Textron, Inc. (Bell)	Bell Model 212, 412, 412CF, and 412EP helicopters
2019-09-03		Airbus Helicopters	Model AS332C, AS332C1, AS332L, and AS332L1 helicopters
2019-10-51	E	Airbus Helicopters Deutschland GmbH (Airbus)	Model MBB-BK 117 C-2 helicopters

**Biweekly 2019-12**

2019-09-04		Leonardo S.p.A.	Model AW109SP helicopters
2019-10-04		BRP-Rotax GmbH & Co KG	BRP-Rotax GmbH & Co KG (Rotax) 912 F2, 912 F3, and 912 F4, 912 S2, 912 S3, and 912 S4, Rotax 914 F2, 914 F3, and 914 F4, and Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines
2019-10-07		Pilatus Aircraft Ltd	Models PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, PC-6-H2 airplanes
2019-11-04		Airbus Helicopters Deutschland GmbH	Model MBB-BK 117 D-2 helicopters
2019-11-05		Bell Helicopter Textron Canada Limited	429 helicopters

**Biweekly 2019-13**

2019-08-51		Cirrus Design Corporation	Model SF50 airplanes
2019-10-06		Aviat Aircraft Inc	Models A-1C-180 and A-1C-200 airplanes
2019-11-07		Rolls-Royce plc	(RR) RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36 engines
2019-11-08		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines
2019-12-01		CFM International S.A	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan
2019-12-05		CFM International S.A	CFM56-5B1, -5B2, -5B4, -5B5, -5B6, -5B7, -5B1/P, -5B2/P, -5B3/P, -5B4/P, -5B5/P, -5B6/P, -5B7/P, -5B8/P, -5B9/P, -5B3/P1, -5B4/P1, -5B1/2P, -5B2/2P, -5B3/2P, -5B4/2P, -5B6/2P, -5B9/2P, -5B3/2P1, -5B4/2P1, -7B20, -7B22, -7B24, -7B26, -7B27, -7B22/B1, -7B24/B1, -7B26/B1, -7B26/B2, -7B27/B1, -7B27/B3, -7B20/2, -7B22/2, -7B24/2, -7B26/2, -7B27/2, -7B27A model turbofan engines

**Biweekly 2019-14**

2019-12-06		Leonardo S.p.A.	Model AW139 helicopters
2019-12-12		Piper Aircraft, Inc.	Model PA-46-600TP (M600) airplanes
2019-12-14		Airbus Helicopters Deutschland GmbH	Model MBB-BK 117 C-2 helicopters
2019-12-15		Leonardo S.p.A	Model AB139 and AW139 helicopters
2019-12-18		Robinson Helicopter Company	Model R44 II helicopters

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**Biweekly 2019-15**

2019-12-09 Rockwell Collins, Inc. Flight Display System

**Biweekly 2019-16**

2019-13-03 Trig Avionics Limited TT31 Mode S transponders, AXP340 Mode S transponders and KT74 Mode S transponders

2019-13-05 Sikorsky Aircraft Corporation Model S-92A helicopters

2019-14-01 Rolls-Royce Deutschland Ltd & Co KG TAY 650-15 and TAY 651-54 turbofan engines

2019-14-05 B/E Aerospace Fischer GmbH Common Seats 170/260 H160

2019-15-05 Rolls-Royce Deutschland Ltd & Co KG Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3 engines

**Biweekly 2019-17**

2019-14-11 Diamond Aircraft Industries GmbH Model DA 42 NG and Model DA 42 M-NG airplanes

2019-15-06 R 2018-22-07 Engine Alliance GP7270, GP7272, and GP7277 model turbofan engines

2019-16-01 International Aero Engines AG AG (IAE) V2525-D5 and V2528-D5 model turbofan engines

2019-16-02 GE Honda Aero Engines HF120 model turbofan engines

2019-16-04 R 2019-03-04 Engine Alliance GP7270 and GP7277 model turbofan engines

**Biweekly 2019-18**

2019-16-14 R 2018-25-01 Rolls-Royce Deutschland Ltd & Co KG Trent 1000-A, Trent 1000-AE, Trent 1000-C, Trent 1000-CE, Trent 1000-D, Trent 1000-E, Trent 1000-G, and Trent 1000-H turbofan

2019-16-15 Pratt & Whitney PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A model turbofan

**Biweekly 2019-19**

2019-10-51 Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2 helicopters

2019-16-16 R 2018-18-02 Airbus Helicopters AS350B, AS350B1, AS350B2, AS350B3, and AS350BA helicopters

2019-17-02 Airbus Helicopters Deutschland GmbH EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters

2019-18-01 International Aero Engines AG AG V2522-A5, V2524-A5, V2527-A5, V2527E-A5, V2527M-A5, V2530-A5, and V2533-A5 model turbofan

2019-18-02 Leonardo S.p.A AW169 helicopters

**Biweekly 2019-20**

2019-18-08 R 2019-16-04 Engine Alliance GP7270 and GP7277 model turbofan

2019-19-11 Pratt & Whitney PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A turbofan engines



**2019-18-08 Engine Alliance:** Amendment 39-19735; Docket No. FAA-2019-0692; Product Identifier 2018-NE-19-AD.

**(a) Effective Date**

This AD is effective October 9, 2019.

**(b) Affected ADs**

This AD replaces AD 2019-16-04, Amendment 39-19707 (84 FR 41617, August 15, 2019) (“AD 2019-16-04”).

**(c) Applicability**

This AD applies to all Engine Alliance (EA) GP7270 and GP7277 model turbofan engines.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

**(e) Unsafe Condition**

This AD was prompted by an uncontained failure of the engine fan hub. The FAA is issuing this AD to detect defects, damage, and cracks that could result in an uncontained failure of the engine fan hub assembly. The unsafe condition, if not addressed, could result in uncontained failure of the engine fan hub assembly, damage to the engine, and damage to the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) For EA GP7270 and GP7277 model turbofan engines with engine fan hub assembly part numbers (P/Ns) 5760221 or 5760321, within 1,700 cycles since new, or within 150 flight cycles (FCs) after the effective date of this AD, or within 330 FCs since an eddy current inspection (ECI) was performed in accordance with the Accomplishment Instructions, For Fan Hubs at LPC Module Assembly Level, paragraphs 2.A and 2.B, of EA ASB EAGP7-A72-389, Revision No. 4, dated June 14, 2019, or earlier versions of that ASB; or within 330 FCs since overhaul, whichever occurs later:

(i) For engine fan hub assemblies at the low-pressure compressor (LPC) module assembly level, perform an ECI of the engine fan hub blade slot bottoms and front edges in accordance with the Accomplishment Instructions, For Fan Hubs at LPC Module Assembly Level, paragraphs 1.B. and 1.C., of EA ASB EAGP7-A72-389, Revision No. 5, dated August 23, 2019.

(ii) For engine fan hub assemblies at the piece part level, perform an ECI of the engine fan hub blade slot bottoms and front edges, in accordance with the Accomplishment Instructions, For Fan Hubs at Piece Part Level, paragraphs 1.A. and 1.B., of EA ASB EAGP7-A72-389, Revision No. 5, dated August 23, 2019.

(iii) For engine fan hub assemblies installed in an engine (on-wing or off-wing), perform an ECI of the engine fan hub blade slot bottoms and front edges, in accordance with the Accomplishment Instructions, For Fan Hubs Installed in an Engine, paragraphs 3.B. and 3.C., of EA ASB EAGP7-A72-389, Revision No. 5, dated August 23, 2019.

(iv) Thereafter, repeat the ECI of the engine fan hub blade slot bottoms and front edges at intervals not exceeding 330 FCs since the previous ECI required by paragraphs (g)(1)(i) through (iii) of this AD, as applicable.

(v) If any ECI of the engine fan hub assembly results in a rejectable indication per the Appendix, Added Data, of EA ASB EAGP7-A72-389, Revision No. 5, dated August 23, 2019, remove the engine fan hub assembly from service and, before further flight, replace with a part that is eligible for installation.

(2) For all GP7270 and GP7277 model turbofan engines, after the effective date of this AD:

(i) At the next disassembly of the engine fan hub blade lock assembly, visually inspect the following areas for damage:

- (A) The fan hub blade lock retention hooks (also known as lock ring contact area); and
- (B) The fan hub rim face.

(ii) At the next reassembly of the fan hub blade lock assembly, visually inspect the following areas of the engine fan hub for damage:

- (A) The fan hub scallop areas;
- (B) The fan hub bore area behind the balance flange;
- (C) The fan hub fan blade lock retention hooks;
- (D) The fan hub rim face; and
- (E) The clinch nut holes.

(iii) After any reassembly per paragraph (g)(2)(ii), before further flight, perform an independent inspection of all areas of the engine fan hub referenced in paragraph (g)(2)(ii) of this AD for damage.

(iv) Thereafter, repeat the inspections required by paragraphs (g)(2)(i) through (iii) of this AD at each disassembly and reassembly of the engine fan hub blade lock assembly.

(v) As an optional terminating action to the inspection requirements and independent inspection requirements of paragraph (g)(2)(i) through (iii) of this AD, insert the requirements for the visual inspections and independent inspections required by these paragraphs as Required Inspection Items in the approved continuous airworthiness maintenance program for the airplane.

(vi) If damage is found outside serviceable limits during the inspections required by (g)(2)(i) through (iii) of this AD, before further flight, remove the engine fan hub assembly from service and replace it with a part eligible for installation.

(3) For GP7270 and GP7277 model turbofan engines with engine serial numbers P550101 through P550706, remove the engine fan hub blade lock assembly, P/N 5700451, by September 1, 2020, and replace with a part eligible for installation. Refer to EA ASB EAGP7-A72-418, Revision No. 1, dated January 11, 2019, for guidance on replacement of the engine fan hub blade lock assembly.

## **(h) Credit for Previous Actions**

You may take credit for the inspections required by paragraph (g)(1)(i) through (iii) of this AD if you performed the inspections before the effective date of this AD using EA ASB EAGP7-A72-389, Revision No. 4, dated June 14, 2019, or an earlier version.

**(i) Definitions**

(1) For the purpose of this AD, a part eligible for installation for replacement of the engine fan hub blade lock assembly is:

(i) A part that is not P/N 5700451, or

(ii) An engine fan hub blade lock assembly that has been modified in accordance with EA ASB EAGP7-A72-418, Revision No. 1, dated January 11, 2019, or EA ASB EAGP7-A72-418, Revision No. 0, dated December 7, 2018.

(2) For the purpose of this AD, an independent inspection is a second visual inspection performed by an individual qualified to perform inspections who was not involved in the original inspection of the engine fan hub assembly following disassembly and reassembly of the engine fan hub blade lock assembly.

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

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

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

(3) AMOCs approved for AD 2019-16-04, AD 2018-11-16 (83 FR 27891, June 15, 2018), and AD 2019-03-04 (84 FR 4694, February 19, 2019) are approved as AMOCs for the corresponding provisions of this AD.

**(k) Related Information**

For more information about this AD, contact Matthew Smith, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7735; fax: 781-238-7199; email: matthew.c.smith@faa.gov.

**(l) Material Incorporated by Reference**

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

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

(i) Engine Alliance (EA) Alert Service Bulletin EAGP7-A72-389, Revision No. 5, dated August 23, 2019.

(ii) [Reserved]

(3) For EA service information identified in this AD, contact Engine Alliance, 411 Silver Lane, East Hartford, CT 06118; phone: 800-565-0140; email: help24@pw.utc.com; website: [www.engineallianceportal.com](http://www.engineallianceportal.com).

(4) You may view this service information at the 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, email: [fedreg.legal@nara.gov](mailto:fedreg.legal@nara.gov), or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on September 18, 2019.  
Karen M. Grant,  
Acting Manager, Engine & Propeller Standards Branch,  
Aircraft Certification Service.



**2019-19-11 Pratt & Whitney:** Amendment 39-19747; Docket No. FAA-2019-0771; Product Identifier 2019-NE-27-AD.

**(a) Effective Date**

This AD is effective September 26, 2019.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pratt & Whitney Models PW1519G, PW1521G, PW1521GA, PW1524G, PW1525G, PW1521G-3, PW1524G-3, PW1525G-3, PW1919G, PW1921G, PW1922G, PW1923G, and PW1923G-A turbofan engines that have accumulated fewer than 300 flight cycles.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

**(e) Unsafe Condition**

This AD was prompted by two recent in-flight shutdowns on PW PW1524G-3 model turbofan engines, due to failure of the low-pressure compressor (LPC) rotor 1 (R1). The FAA is issuing this AD to prevent failure of the LPC R1. The unsafe condition, if not addressed, could result in uncontained release of the LPC R1, damage to the engine, damage to the airplane, and loss of control of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 50 flight cycles from the effective date of this AD, and thereafter at intervals not to exceed 50 flight cycles until the engine accumulates 300 flight cycles, borescope inspect each LPC inlet guide vane (IGV) stem for proper alignment.

(2) Within 50 flight cycles from the effective date of this AD, and thereafter at intervals not to exceed 50 flight cycles until the engine accumulates 300 flight cycles, borescope inspect the LPC R1 for damage and cracks at the following locations:

- (i) The blades tips;
- (ii) the leading edge;
- (iii) the leading edge fillet to rotor platform radius; and

(iv) the airfoil convex side root fillet to rotor platform radius.

(3) As the result of the inspections required by paragraphs (g)(1) and (2) of this AD, before further flight, remove and replace the LPC if:

- (i) An IGV is misaligned; or
- (ii) there is damage on an LPC R1 that exceeds serviceable limits; or
- (iii) there is any crack in the LPC R1.

Note 1 to paragraph (g): Guidance on determining serviceable limits can be found in PW Service Bulletin (SB) PW1000G-A-72-00-0125-00A-930A-D, Issue No. 001, dated September 23, 2019, and PW SB PW1000G-A-72-00-0075-00B-930A-D, Issue No. 001, dated September 23, 2019.

**(h) Definition**

For the purpose of this AD, a misaligned IGV is an IGV that is rotated about its radial axis at a different angle than the remainder of the IGVs in the circumferential set.

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

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

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

**(j) Related Information**

For more information about this AD, contact Kevin M. Clark, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7088; fax: 781-238-7199; email: kevin.m.clark@faa.gov.

**(k) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on September 24, 2019.

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