

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2018-22

10/15/2018 - 10/28/2018



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
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Information Key: E – Emergency; COR – Correction; S – Supersedes; R – Replaces, A – Affects

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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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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	Diamond Aircraft Industries GmbH	DA 42 airplanes
	R 2017-11-08		
	R 2017-15-09		
2018-11-01		Airbus Helicopters	AS332L2 and Model EC225LP helicopters
2018-11-05	R 2018-06-10	Honda Aircraft Company LLC	HA-420 airplanes
Biweekly 2018-12			
2018-11-03		Airbus Helicopters	SA-365C, SA-365C1, and SA-365C2 helicopters
2018-11-04		Aircraft Industries a.s.	L 410 UVP-E20 and L 410 UVP-E20 CARGO airplanes
Biweekly 2018-13			
2018-13-05		Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5B, -6, -6A, -8, -10, -10AV, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UR model turboprop and TSE331-3U turboshaft engines
Biweekly 2018-14			
2018-12-03	R 2013-11-09	Safran Helicopter Engines, S.A.	Arrius 2B1 and 2F turboshaft engines
Biweekly 2018-15			
2018-13-01		Roll-Royce Corporation	250-C10D, 250-C18, 250-C18A, 250-C18B, 250-C18C, 250-C19, 250-C20, 250-C20B, 250-C20C, 250-C20F, 250-C20J, 250-C20R, 250-C20R/1, 250-C20R/2, 250-C20R/4, 250-C20S, 250-C20W, 250-C28, 250-C28B, 250-C28C, 250-C30, 250-C30G, 250-C30G/2, 250-C30M, 250-C30P, 250-C30S, and 250-C30U turboshaft engines
2018-14-01		Piper Aircraft, Inc.	PA-46-600TP (M600) airplanes

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2018-14-06	R 2017-07-10	American Champion Aircraft Corp.	8KCAB airplane
2018-14-07		Bell Helicopter Textron Canada Limited	429 helicopters
2018-15-02		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2018-15-51	E	Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2018-16

2018-15-07		Costruzioni Aeronautiche Tecnam srl	P2006T airplanes
2018-15-08		Pacific Aerospace Limited	750XL airplanes
2018-16-08		Leonardo S.p.A.	A109E, A109S, and AW109SP helicopters
2018-16-51	2018-15-51	Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2018-17

2018-12-01	R 2012-03-11	Safran Helicopter Engines	Arriel 2B and 2B1 turboshaft engines
2018-15-06		Honda Aircraft Company LLC	HA-420 airplanes
2018-16-01		B/E Aerospace Fischer GmbH	Attendant seats NG and pilot seats 120/335
2018-16-11		Various	234 and Model CH-47D Helicopters

Biweekly 2018-18

2018-16-10		GE Aviation Czech s.r.o.	H80-200 turboprop engines
2018-16-14		Bell Helicopter Textron Inc.	212, 412, and 412EP helicopters
2018-17-01	R 2017-15-02	Bell Helicopter Textron, Inc.	212, 412, 412CF, and 412EP helicopters
2018-17-08	R 2016-03-03	Rolls-Royce plc	Viper Mk. 521, Viper Mk. 522, and Viper Mk. 601-22 turbojet engines

Biweekly 2018-19

2018-17-11		Linstrandt Propane Cylinders	T30 part number (P/N) CY050001 propane cylinders; installed on hot air balloons
2018-18-11		Airbus Helicopters	AS-365N2 and AS 365 N3 helicopters
2018-18-12		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, and AS350BA helicopters

Biweekly 2018-20

2018-17-15	R 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, -12B, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43-A, -43-B, -47-A, -55-B, and -61-A turboprop engine models
2018-19-01		Airbus Helicopters	AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N1, and SA-366G1 helicopters
2018-19-08		Leonardo S.p.A.	AW189 helicopters
2018-19-09	R 2017-14-03	Sikorsky Aircraft Corporation	S-92A helicopters
2018-19-10		Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters
2018-19-11		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes

Biweekly 2018-21

2018-20-03		Hoffmann GmbH & Co. KG	HO-V 62 propellers
2018-20-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and Model MBB-BK 117 D-2 helicopters

Biweekly 2018-22

2018-16-51		Bell Helicopter Textron Canada Limited	429 helicopters
2018-18-02		Austro Engine GmbH Engines	E4 engines
2018-21-02		Viking Air Limited	DHC-3 airplanes

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2018-21-04		Glasflugel	Club Libelle 205, H 301 “Libelle,” H 301B “Libelle,” Kestrel, Mosquito, Standard “Libelle,” and Standard Libelle-201B gliders
2018-21-13	R 2018-11-05	Honda Aircraft Company LLC	HA-420 airplanes
2018-21-15	R 2017-13-03	Bell Helicopter Textron Canada Limited	429 helicopters



2018-16-51 Bell Helicopter Textron Canada Limited: Amendment 39-19421; Docket No. FAA-2018-0834; Product Identifier 2018-SW-058-AD.

(a) Applicability

This AD applies to Model 429 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a loose tail rotor (T/R) gearbox support attachment point. This condition could result in detachment of the T/R gearbox, loss of T/R control, and loss of control of the helicopter.

(c) Related ADs

This AD requires the same actions as Emergency AD 2018-16-51, dated July 26, 2018, which superseded Emergency AD 2018-15-51, dated July 20, 2018.

(d) Effective Date

This AD becomes effective November 6, 2018 to all persons except those persons to whom it was made immediately effective by Emergency AD 2018-16-51, issued on July 26, 2018, which contains the requirements of this AD.

(e) 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.

(f) Required Actions

(1) Before further flight, inspect for looseness of the T/R gearbox installation to the T/R gearbox structural support by moving the T/R gearbox output shaft in an upward and downward direction. If the T/R gearbox installation is loose, before further flight, complete the actions required by paragraphs (f)(2)(i) and (ii) of this AD.

(2) Within 5 hours time-in-service, unless already completed as required by paragraph (f)(1) of this AD:

(i) Visually inspect the T/R gearbox retaining hardware and each support attachment point area for evidence of fretting, a crack, and incorrect installation. If there is any evidence of fretting, a crack, or incorrect installation, before further flight, repair in accordance with FAA-approved procedures.

(ii) Inspect each T/R gearbox retaining nut by applying 160 in-lbs (19 Nm) of torque. If the torque of a T/R gearbox retaining nut is below 160 in-lbs (19 Nm), before further flight:

(A) Remove the T/R gearbox and inspect each stud for proper staking, each stud thread for uniformity, each mounting surface for evidence of fretting and cracking, and each mounting hole for

elongation. If a stud is not properly staked, a stud thread is not uniform, a mounting surface has evidence of fretting or cracking, or a mount hole is elongated, before further flight, replace the affected parts or repair in accordance with FAA-approved procedures.

(B) Replace each nut with nut part number NAS9926-6L and apply a torque of 160 in-lbs.

(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: 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.

(h) Additional Information

(1) Bell Alert Service Bulletin 429-18-40, dated July 6, 2018, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact 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/>. 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 Transport Canada AD No. CF-2018-18, dated July 11, 2018. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0834.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

Issued in Fort Worth, Texas, on October 5, 2018.

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



AD 2018-18-02; Austro Engine GmbH Engines: Amendment 39-19381; Docket No. FAA-2017-1138; Product Identifier 2017-NE-41-AD.

(a) Effective Date

This AD is effective November 29, 2018.

(b) Affected Ads

None.

(c) Applicability

This AD applies to Austro Engine GmbH model E4 engines with serial numbers that have a “-B” or “-C” configuration and to model E4P engines, all serial numbers.

(d) Subject

Joint Aircraft System Component (JASC) Code 8520, Reciprocating Engine Power Section.

(e) Unsafe Condition

This AD was prompted by reports of considerable wear on the timing chain on these engines. We are issuing this AD to prevent failure of the engine timing chain. The unsafe condition, if not addressed, could result in failure of the engine timing chain, loss of engine thrust control, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Determine whether the engine is a Group 1 or Group 2 engine as follows.

(i) A Group 1 engine is an engine equipped with a timing chain that was installed on an engine that experienced a windmill restart, or an engine in which it cannot be determined if the engine experienced any windmilling restarts.

(ii) A Group 2 engine is an engine that is equipped with a timing chain that has not experienced any windmilling restarts.

(2) For Group 1 engines: Before the affected timing chain exceeds 945 engine flight hours (EFHs) since installation on an engine, or within 110 EFHs after the effective date of this AD, whichever occurs later, replace the timing chain in accordance with the instructions in Technical Details, paragraph 2, in Austro Engine Mandatory Service Bulletin (MSB) No. MSB-E4-017/2, Revision 2, dated December 2, 2016.

(3) For Group 1 and Group 2 engines: After the effective date of this AD, following each windmill restart of an engine, before the timing chain of that engine exceeds 945 EFHs since first installation on an engine, or within 110 EFHs after that windmilling restart, whichever occurs later, replace the timing chain in accordance with the instructions in Technical Details, paragraph 2, in Austro Engine MSB No. MSB-E4-017/2, Revision 2, dated December 2, 2016.

(4) For Group 1 and Group 2 engines: Within 30 days after the effective date of this AD, amend the applicable airplane flight manual under emergency procedures by adding the information in figure 1 to paragraph (g)(4) of this AD to limit the use of a windmilling restart to only an emergency procedure.

Figure 1 to Paragraph (g)(4) of this AD – Restart In-Flight by Windmilling

<p>Restart In-Flight by Windmilling</p> <p>In case of an engine malfunction determine the root cause and only continue in case a safe restart is possible.</p> <ol style="list-style-type: none"> 1. Max. demonstrated altitude for immediate restart by windmilling: 15,000ft. 2. Max. demonstrated altitude for restart after 10 min. and ambient air temperature higher than ISA by windmilling: 10,000ft. 3. Max. demonstrated altitude for restart after 5 min. and ambient air temperature between ISA and ISA minute 10°C by windmilling: 10,000ft. 4. Max. demonstrated altitude for restart after 2 min. and ambient air temperature below ISA minute 10°C by windmilling: 10,000ft. 5. Airspeed: see applicable Aircraft Flight Manual. 6. Power Levers – “IDLE”. 7. Engine Master – “ON”. <p>Move power lever slightly forward to a power rating assuring that the referring engine is delivering thrust as a rotating propeller is not a guarantee for a running engine.</p>

(5) For affected Austro Engine GmbH model E4 engines installed on Diamond Aircraft Industries (DAI) model DA 42 NG and DA 42 M-NG airplanes and for Austro Engine GmbH model E4P engines installed on DAI model DA 62 airplanes, using Airplane Flight Manual (AFM) Temporary Revision (TR) TR-MÄM-42-973, and AFM TR TR-MÄM-62-240, both dated August 12, 2016, respectively, to update the applicable AFM is an acceptable method to comply with paragraph (g)(4) of this AD.

(h) 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 (i)(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 or certificate holding district office.

(i) Related Information

(1) For more information about this AD, contact Barbara Caufield, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7146; fax: 781-238-7199; email: Barbara.Caufield@faa.gov.

(2) Refer to EASA AD 2017-0103, dated June 14, 2017, for more information. You may examine the EASA AD in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-1138.

(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 the AD specifies otherwise.

(i) Austro Engine Mandatory Service Bulletin No. MSB-E4-017/2, Revision 2, dated December 2, 2016.

(ii) Diamond Aircraft Airplane Flight Manual (AFM) Temporary Revision (TR) TR-MÄM-42-973, dated August 12, 2016.

(iii) Diamond Aircraft AFM TR TR-MÄM-62-240, dated August 12, 2016.

(3) For Austro Engine GmbH service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Wiener Neustadt, Austria; phone +43 2622 23000; fax: +43 2622 23000-2711; internet: www.austroengine.at. For Diamond Aircraft Industries service information in this AD, contact Diamond Aircraft Industries, N. A., Otto-Straße 5, A-2700 Wiener Neustadt, phone: +43 2622 26700, Fax: +43 2622 26780; internet: www.diamondaircraft.com.

(4) You may view this service information at FAA, Engine and 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 October 19, 2018.

Karen M. Grant,
Acting Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.



2018-21-02 Viking Air Limited: Amendment 39-19460; Docket No. FAA-2018-0189; Product Identifier 2017-CE-022-AD.

(a) Effective Date

This AD becomes effective November 28, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited (Viking) Model DHC-3 airplanes with wing strut bolts part numbers (P/N) C3W114-3, C3W129-3, and C3W128-3 (Pre MOD 3/1010), all serial numbers, 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) 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 pitting corrosion on the shank of the wing strut attach bolts. We are issuing this AD to detect and correct pitting and un-plated voids, which could cause a surface condition that may have a detrimental effect on fatigue and corrosion resistance, leading to bolt failure and subsequent failure of the wing.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within 12 months after November 28, 2018 (the effective date of this AD), inspect the wing strut attach bolts installed on the airplane for pitting on the shank by following paragraph A of the Accomplishment Instructions in Viking DHC-3 Otter Service Bulletin Number: V3/0006, Revision C, dated May 16, 2018 (Viking SB V3/0006, Revision C).

(2) If pitting is found during the inspection required in paragraph (f)(1) of this AD, before further flight, replace the defective bolt with either a post MOD 3/1010 wing strut bolt (P/Ns C3W114-5, C3W128-5, and C3W129-5; or C3W114-9, C3W128-9, and C3W129-9) or a new or serviceable pre MOD 3/1010 wing strut bolt that has been inspected by following paragraph A of the Accomplishment Instructions in Viking SB V3/0006, Revision C.

(3) After November 28, 2018 (the effective date of this AD), you may continue to use pre MOD 3/1010 bolts provided these bolts are inspected for pitting immediately before installation by

following paragraph A of the Accomplishment Instructions in Viking SB V3/0006, Revision C, and you document the inspection in the airplane maintenance records.

(g) Credit for Actions Accomplished in Accordance With Previous Service Information

This AD allows credit for the actions required in paragraph (f)(1) or (2) of this AD if done before November 28, 2018 (the effective date of this AD) by following Viking Service Bulletin DHC-3 Otter V3/0006 Revision NC, A, or B.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York ACO 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: Aziz Ahmed, Aerospace Engineer, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 287-7329; fax: (516) 794-5531; email: aziz.ahmed@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 instead be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada; or Viking Air Limited's Transport Canada Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Related Information

Refer to MCAI Transport Canada AD Number CF-2017-11, dated March 9, 2017, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2018-0189-0002>.

(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 the AD specifies otherwise.

(i) Viking DHC-3 Otter Service Bulletin (SB) Number: V3/0006, Revision C, dated May 16, 2018.

(ii) [Reserved]

(3) For Viking Air Limited service information identified in this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; telephone: (North America) (800) 663-8444; fax: (250) 656-0673; email: technical.support@vikingair.com; internet: <http://www.vikingair.com/support/service-bulletins>.

(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-2018-0189.

(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 October 11, 2018.
Melvin J. Johnson,
Aircraft Certification Service, Deputy Director, Policy and Innovation Division, AIR-601.



2018-21-04 Glasflugel: Amendment 39-19462; Docket No. FAA-2018-0891; Product Identifier 2018-CE-038-AD.

(a) Effective Date

This AD becomes effective November 13, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Glasflugel Models Club Libelle 205, H 301 “Libelle,” H 301B “Libelle,” Kestrel, Mosquito, Standard “Libelle,” and Standard Libelle-201B gliders, certificated in any category, with a center of gravity (C.G.) tow release installed.

(d) Subject

Air Transport Association of America (ATA) Code 25: Equipment/Furnishing.

(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 jamming between the double two-ring end of the towing cable and the deflector angles of the C.G. release mechanism. We are issuing this AD to prevent failure of the towing cable to disconnect, which could result in reduced or loss of control of the glider or the cable breaking and causing injury to people on the ground.

(f) Actions and Compliance

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

(1) Before the next winch launch after November 13, 2018 (the effective date of this AD), inspect the distance between the deflector-angles by following paragraph 1 in the Actions section of Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(2) If the distance is less than 36 mm during the inspection required in paragraph (f)(1) of this AD, before the next winch launch after November 13, 2018 (the effective date of this AD), do the corrective action in paragraph 2 in the Actions section of Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(3) Before the next winch launch after November 13, 2018 (the effective date of this AD), revise the flying operations section of the sailplane flight manual by inserting the text in paragraph (f)(3)(i) of this AD into the winch tow section.

(i) Winch launching is permissible only with a connecting ring pair that conforms to aeronautical standard LN 65091.

(ii) This action may be done by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD by following 14 CFR 43.9 (a)(1) through (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.

(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, Policy and Innovation Division, 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 instead 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 EASA AD No. 2018-0143-E, dated July 6, 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-2018-0891.

(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) Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Glasfaser Flugzeug-Service GmbH, Hansjorg Streifeneder, Hofener Weg 61, 72582 Grabenstetten, Germany; phone: +49 (0)7382/1032; fax: +49 (0)7382/1629; email: info@streifly.de; internet: <http://www.streifly.de/kontakt-e.htm>.

(4) You may view this service information at the FAA, Policy and Innovation, 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-2018-0891.

(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 October 12, 2018.

Melvin J. Johnson,

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



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2018-21-13 Honda Aircraft Company LLC: Amendment 39-19471; Docket No. FAA-2018-0513; Product Identifier 2018-CE-013-AD.

(a) Effective Date

This AD is effective November 27, 2018.

(b) Affected ADs

This AD replaces AD 2018-11-05, Amendment 39-19293 (83 FR 24016, May 24, 2018) (“AD 2018-11-05”).

(c) Applicability

This AD applies to Honda Aircraft Company LLC (Honda) Model HA-420 airplanes, all serial numbers, that:

- (1) Have power brake valve (PBV), 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 unannounced asymmetric braking during ground operations and landing deceleration. We are issuing this AD to detect failure of the PBV. 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 retained from AD 2018-11-05) insert Honda Temporary Revision TR 01.1, dated February 16, 2018 (temporary revision), into the Honda HA-420 Airplane Flight Manual (AFM). The procedures listed in the temporary revision are required while operating with PBV P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007 installed. 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) through (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

As of and at any time after May 29, 2018 (the effective date retained from AD 2018-11-05), 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 installed PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved 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 (SB-420-32-001), or Honda Service Bulletin SB-420-32-001, Revision B, dated April 16, 2018 (SB-420-32-001, Revision B). 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 SB-420-32-001 and SB-420-32-001, Revision B specify submitting certain information to the manufacturer, this AD does not require that action.

(j) Mandatory Replacement

Within the next 12 months after November 27, 2018 (the effective date of this AD), if not previously done as a result of paragraph (h) of this AD, replace the installed PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved PBV, P/N HJ1-13243-101-009. The replacement must be done using the Accomplishment Instructions in either SB-420-32-001 or SB-420-32-001, Revision B. Before further flight after installing P/N HJ1-13243-101-009, remove the temporary revision from the Honda HA-420 AFM.

(k) Special Flight Permit

Special flight permits for the AFM Limitations portion of this AD are prohibited. Special flight permits for the PBV replacement required in this AD are permitted with the following limitations: One ferry flight, including fuel stops, to a service center with the temporary revision incorporated into the Honda HA-420 AFM.

(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 the 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 the AD specifies otherwise.

(3) 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.

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

(4) The following service information was approved for IBR on May 29, 2018 (83 FR 24016, May 24, 2018).

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

(ii) [Reserved]

(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 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-2018-0513.

(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 October 10, 2018.

Melvin J. Johnson,

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



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2018-21-15 Bell Helicopter Textron Canada Limited: Amendment 39-19473; Docket No. FAA-2018-0254; Product Identifier 2017-SW-116-AD.

(a) Applicability

This AD applies to Model 429 helicopters, serial number 57001 through 57260, with a pylon restraint spring assembly (spring assembly) forward rod end assembly (rod end) part number (P/N) 427-010-210-105 or aft rod end P/N 427-010-210-109 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a rod end remaining in service after reaching its life limit. This condition could result in failure of a rod end and subsequent loss of control of a helicopter.

(c) Affected ADs

This AD replaces AD 2017-13-03, Amendment 39-18933 (82 FR 28397, June 22, 2017).

(d) Effective Date

This AD becomes effective November 27, 2018.

(e) 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.

(f) Required Actions

(1) Within 140 hours time-in-service, clean and identify each rod end with the spring assembly serial number in accordance with the Accomplishment Instructions, paragraphs 3. through 8., of Bell Helicopter Alert Service Bulletin 429-15-19, dated February 26, 2015.

(2) Do not install a forward rod end P/N 427-010-210-105 or an aft rod end P/N 427-010-210-109 on any helicopter unless it has been marked with a serial number in accordance with paragraph (f)(1) 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: 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.

(h) Additional Information

(1) Bell Helicopter Maintenance Manual BHT-429-MM-1, Chapter 4, Airworthiness Limitations Schedule, Revision 26, approved September 9, 2016, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact 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/>. 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 Transport Canada AD No. CF-2015-15R1, Revision 1, dated July 28, 2017. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2018-0254.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5101, Standard Practices/Structures.

(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 the AD specifies otherwise.

(3) The following service information was approved for IBR on July 27, 2017.

(i) Bell Helicopter Alert Service Bulletin 429-15-19, dated February 26, 2015.

(ii) Reserved.

(4) For Bell Helicopter service information identified in this AD, contact 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/>.

(5) 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.

(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 Fort Worth, Texas, on October 15, 2018.

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