

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2017-12

5/29/2017 - 6/11/2017



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 2017-01

2016-24-51		Sikorsky Aircraft Corporation	S-92A
2016-25-13	S 2016-04-12	Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2
2016-25-14		Airbus Helicopters Deutschland GmbH	BO-105LS A-3
2016-25-19	S 2010-21-07	Airbus Helicopters	AS350B3 and EC130B4
2016-25-20		Airbus Helicopters	EC130B4, EC130T2, AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2016-25-28		Airbus Helicopters	AS355NP
2016-26-01		AGUSTAWESTLAND S.P.A.	AB139 and AW139
2016-26-04		Robinson Helicopter Company	R44 and R44 II; R66
2016-26-08	R 2014-22-01	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2016-26-09	S 2016-06-01	B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T-4R, BN-2T, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3

Biweekly 2017-02

2017-01-12		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters

Biweekly 2017-03

No ADs

Biweekly 2017-04

2016-26-08	COR	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes
2017-02-06		Piper Aircraft, Inc.	PA-31T, PA-31T1, PA-31T2, PA-31T3, and PA-31P-350 airplanes
2017-02-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2, and Model MBB-BK 117 D-2 helicopters
2017-02-11		Alexander Schleicher GmbH & Co.	ASK 21 gliders
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S and 1S1 turboshaft engines

Biweekly 2017-05

2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters
2017-03-01	S 2014-05-06	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2017-04-03		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, 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, and PC-6/C1-H2 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-14		Textron Aviation Inc.	560XL airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-03		Airbus Helicopters Deutschland GmbH	BO-105C, BO-105LS A-3, and BO-105S helicopters
2017-05-04		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L1, 206L3, and 206L4 helicopters
2017-05-51		Bell Helicopter Textron Canada	429 helicopters

Biweekly 2017-06

2017-05-08		Safran Helicopter Engines, S.A.	Arriel 2B turboshaft engines
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

Biweekly 2017-07

2017-07-02		Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
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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			
2017-07-01		M7 Aerospace LLC	SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes
2017-06-03	R 81-09-09	Meggitt (Troy), Inc.	921, 930, 937, 940, 944, 945, 977, 978, 979, 8240, 8253, 8259, and 8472 combustion heaters
Biweekly 2017-08			
2017-07-10		American Champion Aircraft Corp.	8KCAB airplanes
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
2017-07-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2 helicopters
2017-07-09		Sikorsky Aircraft Corporation	S-92A helicopters
Biweekly 2017-09			
2017-08-07		Learjet, Inc	60
2017-08-09		DG Flugzeugbau GmbH	DG-500MB
2017-08-12		GROB Aircraft AG	GROB G 109 and GROB G 109B
2017-09-02		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2017-06-11		Airbus Helicopters	EC120B
Biweekly 2017-10			
2017-09-05		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2017-09-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 helicopters
Biweekly 2017-11			
2017-10-02	S 2015-11-01	Slingsby Aviation Ltd.	T67M260 and T67M260-T3A airplanes
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s.	Z-242L airplanes
2017-10-09		Textron Aviation Inc.	402C, 414A airplanes
2017-10-11		Stemme AG	S10-VT gliders
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-20		Piper Aircraft, Inc.	PA-31, PA-31-300, and PA-31-325; PA-31-350 airplanes
2017-11-03		DG Flugzeugbau GmbH	DG-500MB gliders
Biweekly 2017-12			
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s	Z-242L airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-08		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-16		PILATUS AIRCRAFT LTD.	PC-12/47E airplanes



2017-10-03 ZLIN AIRCRAFT a.s. (type certificate previously held by MORAVAN a.s.):
Amendment 39-18877; Docket No. FAA-2017-0156; Directorate Identifier 2017-CE-003-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 5, 2017.

(b) Affected ADs

This AD replaces AD 2003-11-12, Amendment 39-13171 (68 FR 32629, June 2, 2003) (“AD 2003-11-12”).

(c) Applicability

This AD applies to ZLIN AIRCRAFT a.s. Model Z-242L airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 5: Time Limits.

(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 a need to incorporate new revisions into the Limitations section, Chapter 9, of the FAA-approved maintenance program (e.g., maintenance manual). We are issuing this AD to prevent structural failure of the wing due to fatigue cracking. Such failure could result in a wing separating from the airplane with consequent loss of control.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) For all affected airplanes: As of March 21, 2003 (the effective date of AD 2003-03-13 (68 FR 4905, January 21, 2003) (“AD 2003-03-13”)), annotate Acrobatic and Utility category operational time in the logbook. If the airplane is utilized in either of these categories at any time during a flight, annotate the total time for that flight in the Utility or Acrobatic category, as appropriate. Do the logbook annotation following the procedures in Moravan-Aeroplanes a.s. Mandatory Service Bulletin Z 142C/17a, Z 242L/37a–

Rev. 1, dated October 31, 2000; and Moravan Mandatory Service Bulletin Z 242L/38a–Rev. 1, April 15, 2003. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 may do this action.

(2) For airplane serial numbers 0001 through 0656 that do not have strengthened wings installed (both left and right side) in accordance with Moravan Mandatory Service Bulletin Z 242L/27a–Rev. 1, dated October 31, 2000, or Rev. 2, dated April 15, 2003:

(i) On or before 10 days after June 5, 2003 (the effective date of AD 2003-11-12), incorporate aerobatic frequency information into the Limitations section of the airplane flight manual (AFM) as specified in Moravan Mandatory Service Bulletin Z 242L/38a–Rev. 1, April 15, 2003. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 may do this action. Make an entry into the aircraft records showing compliance with these portions of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(ii) On or before reaching 190 hours time-in-service in the Acrobatic category and/or Utility category or on or before 90 days after March 21, 2003 (the effective date of AD 2003-03-13), whichever occurs later, insert the following information into the Limitations section of the airplane flight manual (AFM): “Do not operate in the Acrobatic or Utility category. Operate in the Normal category only.” The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may accomplish this AFM insertion of this AD. Make an entry into the aircraft records showing compliance with these portions of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). This operational restriction is referenced in Moravan-Aeroplanes a.s. Mandatory Service Bulletin Z 142C/17a, Z 242L/37a–Rev. 1, dated October 31, 2000.

(3) For airplane serial numbers 0657 or higher or one in the range of 0001 through 0656 that has strengthened wings (both left and right side) installed in accordance with Moravan Mandatory Service Bulletin Z 242L/27a–Rev. 1, dated October 31, 2000, or Rev. 2, dated April 15, 2003: On or before 10 days after June 5, 2003 (the effective date of AD 2003-11-12), incorporate aerobatic frequency information into the Limitations section of the airplane flight manual (AFM) as specified in Moravan Mandatory Service Bulletin Z 242L/38a–Rev.1, April 15, 2003. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 may do this action. Make an entry into the aircraft records showing compliance with these portions of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(4) For all affected airplanes: Within 10 days after July 5, 2017 (the effective date of this AD), insert Chapter 9, Airworthiness Limitations, Revision No. 22, dated March 15, 2016, of ZLIN AIRCRAFT a.s. Z 242 L, DOC. No. 003.22.1 Maintenance Manual-Vol. I into the Limitations section of the FAA-approved maintenance program (e.g., maintenance manual). The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may accomplish this maintenance manual insertion requirement of this AD. Make an entry into the aircraft records showing compliance with these portions of this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). If a discrepancy is found during the accomplishment of any of the actions required by the document listed in this paragraph, before further flight after finding such discrepancy, contact ZLIN AIRCRAFT a.s. at the address specified in paragraph (h) of this AD for an FAA-approved repair scheme and incorporate that repair scheme.

(g) 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 Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: 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) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2017-0005, dated January 10, 2017, for related information. The MCAI can be found in the AD docket on the Internet at <http://www.regulations.gov/document?D=FAA-2017-0156-0002>.

(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 this AD specifies otherwise.

(3) The following service information was approved for IBR on July 5, 2017 (the effective date of this AD).

(i) Chapter 9, Airworthiness Limitations, Revision No. 22, dated March 15, 2016, of ZLIN AIRCRAFT a.s. Z 242 L DOC. No. 003.22.1 Maintenance Manual–Vol. I.

(ii) Moravan-Aeroplanes a.s. Mandatory Service Bulletin Z 142C/17a, Z 242L/37a–Rev. 1, dated October 31, 2000.

(4) The following service information was approved for IBR on June 5, 2003 (68 FR 32629, June 2, 2003).

(i) Moravan Mandatory Service Bulletin Z 242L/38a–Rev.1, April 15, 2003.

(ii) Reserved.

(5) For service information identified in this AD, contact ZLIN AIRCRAFT a.s., Letiště 1887, 765 02 Otrokovice, Czech Republic, telephone: +420 725 266 711; fax: +420 226 013 830; email: info@zlinaircraft.eu, Internet: <http://www.zlinaircraft.eu>.

(6) You may view this service information at FAA, Small Airplane Directorate, 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-2017-0156.

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

Issued in Kansas City, Missouri, on May 15, 2017.

Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2017-10-14 British Aerospace Regional Aircraft: Amendment 39-18888; Docket No. FAA-2017-0053; Directorate Identifier 2016-CE-037-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 5, 2017.

(b) Affected ADs

This AD supersedes AD 2014-07-07, Amendment 39-17821 (79 FR 23897, April 29, 2014) (“2014-07-07”).

(c) Applicability

This AD applies to British Aerospace (Operations) Limited Model HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes, all serial numbers, 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) issued 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 cracking of the forward main landing gear yoke pintle resulting from corrosion pits which can cause stress corrosion cracking resulting in loss of control during take-off or landing. We are issuing this AD to revise the inspection procedure to detect smaller corrosion pits and cracks that could initiate stress corrosion cracking.

(f) Actions and Compliance

Unless already done, do the following actions specified in paragraphs (f)(1) through (11) of this AD:

(1) For all airplanes: Before or at the next inspection that would have been required by AD 2014-07-07 or within the next 30 days after July 5, 2017 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 12 months or 1,200 main landing gear (MLG) flight cycles (FC), whichever occurs first, do a nondestructive testing (NDT) inspection of each MLG assembly cylinder attachment spigot housing following the accomplishment instructions in Heroux Devtek Service Bulletin (SB) 32-19, Revision 7, dated March 16, 2015, as specified in the accomplishment instructions in paragraph 2.B. Part A of British Aerospace Jetstream Series 3100 & 3200 SB 32-A-JA851226, Revision 7, dated May 25, 2015.

(2) For all airplanes: Within 300 landings after a heavy or abnormal landing or within 3 months after a heavy or abnormal landing, whichever occurs first, do an NDT inspection of each MLG

assembly cylinder attachment spigot housing following the accomplishment instructions in Heroux Devtek Service Bulletin (SB) 32-19, Revision 7, dated March 16, 2015, as specified in the accomplishment instructions in paragraph 2.B. Part A of British Aerospace Jetstream Series 3100 & 3200 SB 32-A-JA851226, Revision 7, dated May 25, 2015.

(3) For all airplanes: Within 3 months after accomplishment of the latest NDT inspection required by paragraph (f)(1) of this AD or 300 MLG FC after accomplishment of the latest NDT inspection required by paragraph (f)(1) of this AD, whichever occurs first, and repetitively thereafter at intervals not to exceed 3 months or within 300 MLG FC, whichever occurs first, do a visual inspection of each MLG following the accomplishment instructions in paragraph 2.B. Part B of British Aerospace Jetstream Series 3100 & 3200 SB 32-A-JA851226, Revision 7, dated May 25, 2015. These inspections start over after every repetitive NDT inspection required by paragraph (f)(1) of this AD.

(4) For all airplanes with a MLG incorporating a microswitch hole: Within the next 10,600 MLG FC since new and repetitively thereafter at intervals not to exceed 1,200 MLG flight cycles, do an NDT inspection of each MLG microswitch hole following the accomplishment instructions in paragraph 2.B. Part C of British Aerospace Jetstream Series 3100 & 3200 SB 32-A-JA851226, Revision 7, dated May 25, 2015.

(5) For all airplanes: If any discrepancy is found during any NDT inspection required in paragraphs (f)(1), (2), or (4) of this AD, before further flight, take all necessary corrective actions following the instructions in British Aerospace Jetstream Series 3100 & 3200 SB 32-A-JA851226, Revision 7, dated May 25, 2015.

(6) For all airplanes: If any discrepancy is found during any visual inspection required in paragraph (f)(3) of this AD, before further flight, take all necessary corrective actions following the instructions in British Aerospace Jetstream Series 3100 & 3200 SB 32-A-JA851226, Revision 7, dated May 25, 2015.

(7) For all airplanes: Doing all necessary corrective actions required in paragraphs (f)(5) or (6) of this AD does not constitute terminating action for the inspections required by this AD.

(8) For all airplanes: Modification of each MLG cylinder following BAE Systems (Operations) Ltd. SB 32-JA880340 original issue, dated January 6, 1989, constitutes terminating action for the inspections required by this AD for that MLG.

(9) For all airplanes: The compliance times in paragraphs (f)(1), (2), (3), and (4) of this AD are presented in flight cycles (landings). If the total flight cycles have not been kept, multiply the total number of airplane hours time-in-service (TIS) by 0.75 to calculate the cycles. For the purposes of this AD:

- (i) 100 hours TIS x .75 = 75 cycles; and
- (ii) 1,000 hours TIS x .75 = 750 cycles.

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

(1) This AD allows credit for the initial inspection required in paragraph (f)(1) of this AD if done before June 3, 2014 (the effective date retained from AD 2014-07-07) following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(2) This AD allows credit for the initial inspection required in paragraph (f)(4) of this AD if done before June 3, 2014 (the effective date retained from AD 2014-07-07) following APPH Ltd. Service Bulletin 32-40, at Initial Issue dated June 21, 1989; or APPH Ltd. Service Bulletin 32-40, Revision 1, dated February, 2003.

(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 Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: 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) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, 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 5 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.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2016-0224, dated November 9, 2016, for related information. The MCAI can be found in the AD docket on the Internet at: <https://www.regulations.gov/document?D=FAA-2017-0053-0002>.

(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) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 7, dated May 25, 2015.

(ii) Heroux Devtek Service Bulletin 32-19, Revision 7, dated March 16, 2015.

(3) For British Aerospace Regional Aircraft service information identified in this AD, contact BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; phone: +44 1292 675207, fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: <http://www.jetstreamcentral.com>.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 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-2017-0053.

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

Issued in Kansas City, Missouri, on May 10, 2017.

Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2017-11-08 Diamond Aircraft Industries GmbH: Amendment 39-18907; Docket No. FAA-2017-0506; Directorate Identifier 2017-CE-019-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 31, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH Model DA 42 airplanes, serial numbers 42.004 through 42.427 and 42.AC001 through 42.AC151, certificated in any category, that have:

- (1) either a TAE 125-02-99 or TAE 125-02-114 engine installed; and
- (2) either DAI part number (P/N) D60-9078-06-01_01 or Technify P/N 52-7810-H0014 01 engine exhaust pipes installed.

(d) Subject

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

(e) Reason

This AD was prompted by cracks in the affected engine exhaust pipes, which could cause failure of the propeller regulating valve because of hot exhaust gases coming from the fractured pipes. We are issuing this AD to prevent an uncommanded engine in-flight shutdown or overheat damage, which could result in a forced landing, consequent damage, and occupant injury.

(f) Actions and Compliance

Unless already done, do the following actions.

(1) Before or upon accumulating 40 hours time-in-service (TIS) on the affected engine exhaust pipes or within the next 10 hours TIS after the effective date of this AD, whichever occurs later, and repetitively thereafter at intervals not to exceed 50 hours TIS, inspect each engine exhaust pipe following Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB-42-129, dated May 17, 2017.

(2) If any crack(s) is/are found on any engine exhaust pipe during any inspection required by this AD, before further flight, replace the affected engine exhaust pipe(s) following Step 14 (page 8) of Diamond Aircraft Industries GmbH Work Instruction WI-OSB-42-122, Revision 2, dated June 24, 2016.

(3) The replacement required by paragraph (f)(2) of this AD does not terminate the repetitive inspections required by paragraph (f)(1) of this AD when a DAI part number (P/N) D60-9078-06-01_01 or Technify P/N 52-7810-H0014 01 engine exhaust pipe is installed.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(3) Reporting Requirements: For any reporting requirement in this AD, 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 5 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.

(h) Related Information

Refer to MCAI EASA AD No.: 2017-0090, dated May 17, 2017, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0506.

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

(ii) Diamond Aircraft Industries Work Instruction WI-OSB 42-122, Revision 2, dated June 24, 2016.

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

(4) You may view this service information at the FAA, Small Airplane Directorate, 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-2017-0506.

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

Issued in Kansas City, Missouri, on May 19, 2017.
Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2017-11-09 Learjet, Inc.: Amendment 39-18908; Docket No. FAA-2017-0501; Directorate Identifier 2017-NM-053-AD.

(a) Effective Date

This AD is effective May 30, 2017.

(b) Affected ADs

This AD replaces AD 2017-08-07, Amendment 39-18856 (82 FR 18084, April 17, 2017) (“AD 2017-08-07”).

(c) Applicability

This AD applies to Learjet, Inc., Model 60 airplanes, certificated in any category, having serial numbers 60-002 through 60-430 inclusive, and having a configuration identified in paragraph (c)(1) or (c)(2) of this AD.

(1) Airplanes with a dorsal-mounted oxygen bottle.

(2) Airplanes that have had the dorsal-mounted oxygen bottle removed but have retained the oxygen line fairing installed on top of the fuselage.

(d) Subject

Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by an evaluation by the design approval holder indicating that the upper fuselage skin under the aft oxygen line fairing is subject to multi-site damage. We are issuing this AD to detect and correct corrosion of the fuselage skin, which could result in reduced structural integrity of the airplane.

(f) Compliance

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

(g) Retained Inspection of the Fuselage Skin, and Related Investigative and Corrective Actions, With No Changes

This paragraph restates the requirements of paragraph (g) of AD 2017-08-07, with no changes. At the applicable time specified in paragraph (g)(1), (g)(2), or (g)(3) of this AD: Do a fluorescent dye penetrant inspection of the fuselage skin between stringers (S)-2L and S-2R for corrosion; and do all applicable related investigative and corrective actions; in accordance with the Accomplishment Instructions of Learjet 60 Service Bulletin 60-53-19, Revision 3, dated August 29, 2016, except as

required by paragraph (h) of this AD. Do all applicable related investigative and corrective actions before further flight.

(1) For airplanes with more than 12 years since the date of issuance of the original airworthiness certificate or the date of issuance of the original export certificate of airworthiness as of May 22, 2017 (the effective date of AD 2017-08-07): Within 12 months after May 22, 2017.

(2) For airplanes with more than 6 years but equal to or less than 12 years since the date of issuance of the original airworthiness certificate or the date of issuance of the original export certificate of airworthiness as of May 22, 2017 (the effective date of AD 2017-08-07): Within 24 months after May 22, 2017.

(3) For airplanes with 6 years or less since the date of issuance of the original airworthiness certificate or the date of issuance of the original export certificate of airworthiness as of May 22, 2017 (the effective date of AD 2017-08-07): Within 36 months after May 22, 2017.

(h) Retained Service Information Exception, With No Changes

This paragraph restates the requirements of paragraph (h) of AD 2017-08-07, with no changes. Where Learjet 60 Service Bulletin 60-53-19, Revision 3, dated August 29, 2016, specifies contacting Learjet, Inc., for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD.

(i) Retained Reporting, With No Changes

This paragraph restates the requirements of paragraph (i) of AD 2017-08-07, with no changes. At the applicable time specified in paragraph (i)(1) or (i)(2) of this AD: Submit a report of the findings (both positive and negative) of the inspection required by the introductory text of paragraph (g) of this AD to: Wichita-COS@faa.gov; or Ann Johnson, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Wichita, KS 67209. The report must include the name of the owner, the address of the owner, the name of the organization incorporating Learjet 60 Service Bulletin 60-53-19, the date that inspection was completed, the name of the person submitting the report, the address, telephone number, and email of the person submitting the report, the airplane serial number, the total time (flight hours) on the airplane, the total number of landings on the airplane, whether corrosion was detected, whether corrosion was repaired, the structural repair manual (SRM) chapter and revision used (if repaired), and whether corrosion exceeded the minimum thickness specified in Learjet 60 Service Bulletin 60-53-19 (and specify the SRM chapter and revision, if used as an aid to determine minimum thickness).

(1) If the inspection was done on or after May 22, 2017 (the effective date of AD 2017-08-07): Submit the report within 30 days after the inspection.

(2) If the inspection was done before May 22, 2017 (the effective date of AD 2017-08-07): Submit the report within 30 days after May 22, 2017.

(j) Retained Credit for Previous Actions, With No Changes

This paragraph restates the credit provided in paragraph (j) of AD 2017-08-07, with no changes. This paragraph provides credit for the actions specified in the introductory text to paragraph (g) of this AD, if those actions were performed before May 22, 2017 (the effective date of AD 2017-08-07), using Learjet 60 Service Bulletin 60-53-19, dated November 23, 2015; Learjet 60 Service Bulletin 60-53-19, Revision 1, dated April 4, 2016; or Learjet 60 Service Bulletin 60-53-19, Revision 2, dated April 18, 2016.

(k) 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 5 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.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO, 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 ACO, send it to the attention of the person identified in paragraph (m)(1) 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) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by a Learjet, Inc., Designated Engineering Representative (DER), or a Unit Member (UM) of the Learjet Organization Designation Authorization (ODA), that has been authorized by the Manager, Wichita ACO, to make those findings. To be approved, the repair, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) AMOCs approved previously for AD 2017-08-07 are approved as AMOCs for the corresponding provisions of this AD.

(m) Related Information

(1) For more information about this AD, contact Paul Chapman, Aerospace Engineer, Airframe Branch, ACE-118W, FAA, Wichita ACO, 1801 Airport Road, Room 100, Dwight D. Eisenhower Airport, Wichita, KS 67209; phone: 316-946-4152; fax: 316-946-4107; email: Wichita-COS@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(4) and (n)(5) of this AD.

(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 May 22, 2017 (82 FR 18084, April 17, 2017).

(i) Learjet 60 Service Bulletin 60-53-19, Revision 3, dated August 29, 2016.

(ii) Reserved.

(4) For Learjet, Inc., service information identified in this AD, contact Learjet, Inc., One Learjet Way, Wichita, KS 67209-2942; telephone: 316-946-2000; fax: 316-946-2220; email: ac.ict@aero.bombardier.com; Internet: <http://www.bombardier.com>.

(5) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(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 Renton, Washington, on May 18, 2017.

Michael Kaszycki,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2017-11-11 NavWorx, Inc.: Amendment 39-18910; Docket No. FAA-2016-9226; Directorate Identifier 2016-SW-065-AD.

(a) Applicability

This AD applies to the following NavWorx, Inc., Automatic Dependent Surveillance-Broadcast (ADS-B) Universal Access Transceiver units (unit) installed on aircraft certificated in any category, including experimental:

- (1) Model ADS600-B part number (P/N) 200-0012;
- (2) Model ADS600-B P/N 200-0013; and
- (3) Model ADS600-EXP P/N 200-8013.

(b) Unsafe Condition

This AD defines the unsafe condition as an ADS-B unit incorrectly broadcasting a Source Integrity Level (SIL) of 3 instead of its authorized SIL of 0. This condition could result in the unit communicating unreliable position information to Air Traffic Control and nearby aircraft and a subsequent aircraft collision.

(c) Effective Date

This AD becomes effective July 11, 2017.

(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 6 months, comply with either paragraph (e)(1)(i), (ii), (iii), or (iv) of this AD:
 - (i) Remove the ADS-B unit.
 - (ii) Disable and prohibit use of the ADS-B unit as follows:
 - (A) Pull and secure the circuit breaker and disconnect the internal GPS antenna connector from the ADS-B unit and secure.
 - (B) Install a placard in view of the pilot that states “USING THE ADS-B SYSTEM IS PROHIBITED.”
 - (C) Revise the Limitations section of the Aircraft Flight Manual supplement (AFMS) by inserting a copy of this AD or by making pen-and-ink changes to add the following: “USING THE ADS-B SYSTEM IS PROHIBITED.”
 - (iii) Revise the software so the ADS-B unit broadcasts a SIL of 0.
 - (iv) Couple the ADS-B unit with an approved external GPS as follows:
 - (A) Interface the ADS-B unit with an Accord NexNav mini LRU GPS Receiver P/N 21000.
 - (B) Revise the Limitations section of the AFMS by inserting a copy of this AD or by making pen-and-ink changes to add the following: “OPERATION USING THE INTERNAL POSITION

SOURCE IS PROHIBITED. USE OF THE ACCORD NEXNAV MINI P/N 21000 EXTERNAL POSITION SOURCE IS REQUIRED.”

(2) After the effective date of this AD, do not install an ADS-B unit Model ADS600-B P/N 200-0012, Model ADS600-B P/N 200-0013, or Model ADS600-EXP P/N 200-8013 on any aircraft unless you have complied with the requirements of paragraph (e)(1)(ii), (e)(1)(iii), or (e)(1)(iv) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Kyle Cobble, Aviation Safety Engineer, Fort Worth Aircraft Certification Office, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177, telephone (817) 222-5172, email kyle.cobble@faa.gov; or Michael Heusser, Program Manager, Continued Operational Safety Branch, Fort Worth Aircraft Certification Office, Rotorcraft Directorate, 10101 Hillwood Pkwy, Fort Worth, TX 76177, telephone (817) 222-5038, email michael.a.heusser@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

NavWorx Airplane Flight Manual Supplement for ADS600-B as installed under Supplemental Type Certificate (STC) No. SA11172SC, approved May 4, 2014; NavWorx Installation Manual for ADS600-B Part 23 AML STC 240-0021-00-07, Revision 7, dated May 4, 2014; and NavWorx STC Master Drawing List 240-0013-00, Revision 10, dated May 29, 2014, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact NavWorx Inc.; telephone (888) 628-9679; email: support@navworx.com or at www.navworx.com. You may review a copy of this information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 3452, ATC Transponder System.

Issued in Fort Worth, Texas, on May 30, 2017.

Lance T. Gant,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2017-11-16 PILATUS AIRCRAFT LTD.: Amendment 39-18915; Docket No. FAA-2017-0194; Directorate Identifier 2017-CE-006-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 13, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to PILATUS AIRCRAFT LTD. Model PC-12/47E airplanes, all serial numbers, that:

- (1) Have Primus APEX Software Build 10 with Honeywell part number (P/N) EB60000487-0110 or Primus APEX Software Build 10.9 with Honeywell P/N EB60000487-0112 installed; and
- (2) are certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 34: Navigation.

(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 an error within the flight management system caused by installing Primus APEX software Build 10 or 10.9, which could cause deviation from the correctly calculated barometric vertical navigation nominal guide path. We are issuing this AD to prevent the pilot from following incorrect data from the flight management system, which could result in the loss of situational awareness.

(f) Actions and Compliance

Unless already done, within 30 days after July 13, 2017 (the effective date of this AD), insert Temporary Revision No. 38 to PC-12/47E Pilot's Operating Handbook, Airplane Flight Manual 02277, Section 2–Limitations, Report No: 02277, dated February 8, 2017.

Note 1 to paragraph (f) of this AD: For airplanes affected by this AD, the Pilot's Operating Handbook and the Airplane Flight Manual are the same document with the Report No.: 02277.

(g) 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 Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: 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) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2017-0024, dated February 13, 2017, for related information. The MCAI can be found in the AD docket on the Internet at <http://www.regulations.gov/document?D=FAA-2017-0194-0002>.

(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) Temporary Revision No. 38 to PC-12/47E Pilot's Operating Handbook, Airplane Flight Manual 02277, Section 2–Limitations, Report No: 02277, dated February 8, 2017.

(ii) Reserved.

(3) For PILATUS AIRCRAFT LTD. service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Support PC-12, CH-6371 Stans, Switzerland; phone: +41 41 619 33 33; fax: +41 41 619 73 11; email: SupportPC12@pilatus-aircraft.com; Internet: www.pilatus-aircraft.com.

(4) You may view this service information at the FAA, Small Airplane Directorate, 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-2017-0194.

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

Issued in Kansas City, Missouri, on May 26, 2017.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.