

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2019-12**

*5/27/2019 - 6/9/2019*



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

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

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

**Biweekly 2019-01**

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

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

**Biweekly 2019-03**

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

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

**Biweekly 2019-05**

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

**Biweekly 2019-06**

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

**Biweekly 2019-07**

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

**Biweekly 2019-08**

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

**Biweekly 2019-09**

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

**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

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

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

**Biweekly 2019-11**

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

**Biweekly 2019-12**

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



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**2019-09-04 Leonardo S.p.A. (Type Certificate Previously Held by Finmeccanica S.p.A., AgustaWestland S.p.A.):** Amendment 39-19638; Docket No. FAA-2018-0726; Product Identifier 2017-SW-097-AD.

**(a) Applicability**

This AD applies to Leonardo S.p.A. (Type Certificate previously held by Finmeccanica S.p.A., AgustaWestland S.p.A.) Model AW109SP helicopters, certificated in any category, with a rescue hoist part number 109-B810-16-101 or 109-B810-16-201 installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as chafing of a rescue hoist cable. This condition could result in detachment of an external load and subsequent injury to persons being lifted.

**(c) Effective Date**

This AD is effective July 3, 2019.

**(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 10 hours time-in-service (TIS) or before the next hoist operation, whichever occurs first, inspect the rescue hoist handle assembly and the upper part of the cabin doorframe for chafing. The inspection area of the cabin doorframe is depicted in Figure 3 of Leonardo Helicopters Bollettino Tecnico No. 109SP-110, dated February 13, 2017 (BT 109SP-110). Examples of chafing are shown in Figures 10 and 11 of BT 109SP-110. If there is any chafing, before further flight, repair the chafed areas and inspect the first 6 meters (20 feet) of the hoist cable as follows:

(i) Measure the diameter of the hoist cable as described in the Compliance Instructions, Part I, paragraphs 3.4.1 through 3.4.2 of BT 109SP-110.

(ii) Average the two measurements at each location. If at any location the diameter of the hoist cable is less than 4.7 mm (0.185 inch), before the next hoist operation, remove the hoist cable from service.

(iii) Inspect the hoist cable for broken wires, kinks, bird caging, flattened areas, abrasion, and necking, referencing the examples shown and depicted in Figures 5 through 9 of BT 109SP-110. If there are any broken wires, kinks, bird caging, flattened areas, abrasion, or necking, before the next hoist operation, remove the hoist cable from service.

(2) Within 25 hours TIS, replace the rescue hoist handle attaching hardware as described in the Compliance Instructions, Part II, paragraphs 3 through 6, of BT 109SP-110.

**(f) Special Flight Permits**

A one-time special flight permit may be granted provided that the hoist is not used.

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

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

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

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2017-0025, dated February 14, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2018-0726.

**(i) Subject**

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

**(j) Material Incorporated by Reference**

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

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

(i) Leonardo Helicopters Bollettino Tecnico No. 109SP-110, dated February 13, 2017.

(ii) [Reserved]

(3) For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Matteo Ragazzi, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-711756; fax +39-0331-229046; or at <https://www.leonardocompany.com/en/home>.

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

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

Issued in Fort Worth, Texas, on May 15, 2019.

Helene Gandy,  
Acting Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.



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## **AIRWORTHINESS DIRECTIVE**

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**2019-10-04 BRP-Rotax GmbH & Co KG (formerly BRP-Powertrain GmbH & Co KG; Bombardier-Rotax GmbH & Co KG; Bombardier-Rotax GmbH):** Amendment 39-19643; Docket No. FAA-2018-0916; Product Identifier 2018-NE-33-AD.

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

This AD is effective July 10, 2019.

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

None.

### **(c) Applicability**

This AD applies to:

- (1) BRP-Rotax GmbH & Co KG (Rotax) 912 F2, 912 F3, and 912 F4 engines, with serial number (S/N) 4 413 066 to 4 413 067, inclusive; and S/N 4 413 101 to 4 413 111, inclusive;
- (2) Rotax 912 S2, 912 S3, and 912 S4 engines, with S/Ns 9 563 826 to 9 563 849, inclusive; S/Ns 9 564 301 to 9 564 508, inclusive; and S/N 9 564 510 to 9 564 534, inclusive;
- (3) Rotax 914 F2, 914 F3, and 914 F4 engines, with S/Ns 4 421 581 to 4 421 597, inclusive; and S/N 4 421 701 to 4 421 833, inclusive; and
- (4) Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines (all S/Ns) on which a valve push-rod assembly has been replaced with one manufactured between June 8, 2016, and October 2, 2017.

### **(d) Subject**

Joint Aircraft System Component (JASC) Code 8530, Reciprocating Engine Cylinder Section.

### **(e) Unsafe Condition**

This AD was prompted by power loss and engine revolutions per minute drop on Rotax 912 and 914 model engines due to a quality control deficiency in the manufacturing process of certain valve push-rod assemblies resulting in partial wear on the rocker arm ball socket and possible malfunction of the valve. We are issuing this AD to prevent failure of the valve push-rod assembly and the left and right rocker arms. The unsafe condition, if not addressed, could result in 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) Visually inspect the push-rod ball sockets of each valve push-rod assembly in accordance with the Accomplishment Instructions, paragraph 3.1.2, of BRP-Rotax Service Bulletin (SB) SB-912 i-008 R1/SB-912-070 R1/SB-914-052 R1 (single document), Revision 1, dated October 12, 2017, and within the following compliance times.

(i) For engines with 160 engine flight hours (FHs) or fewer since new, inspect before exceeding 170 FHs since new, or within three months after the effective date of this AD, whichever occurs first.

(ii) For engines with greater than 160 engine FHs since new, inspect within 10 FHs, or three months after the effective date of this AD, whichever occurs first.

(2) If the inspection required by paragraph (g)(1) of this AD finds a black surface color on a valve push-rod assembly, part number (P/N) 854861, then before further flight, remove the valve push-rod assembly and the left and right rocker arm ball sockets, P/Ns 854383 and 854393, from service, and replace with parts eligible for installation.

**(h) Installation Prohibition**

After the effective date of this AD, do not install a valve push-rod assembly, P/N 854861, that was manufactured between June 8, 2016, and October 2, 2017, or that exhibits a black surface color on the push-rod rocker arm ball sockets, on any engine.

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

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

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

**(j) Related Information**

(1) For more information about this AD, contact Wego Wang, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2017-0208, dated October 13, 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-2018-0916.

**(k) Material Incorporated by Reference**

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

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

(i) Rotax Service Bulletin (SB) SB-912 i-008 R1/SB-912-070 R1/SB-914-052 R1 (single document), Revision 1, dated October 12, 2017.

(ii) [Reserved]

(3) For Rotax service information identified in this AD, contact BRP-Rotax GmbH & Co KG, Rotaxstrasse 1, A-4623 Gunskirchen, Austria; phone: +43 7246 601 0; fax: +43 7246 601 9130; email: [airworthiness@brp.com](mailto:airworthiness@brp.com); internet: [www.flyrotax.com](http://www.flyrotax.com).

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

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

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

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



**2019-10-07 Pilatus Aircraft Ltd.:** Amendment 39-19646; Docket No. FAA-2018-1058; Product Identifier 2018-CE-051-AD.

**(a) Effective Date**

This AD becomes effective July 10, 2019.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pilatus Aircraft Ltd. Models PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, PC-6-H2 airplanes, all serial numbers, certificated in any category.

Note 1 to paragraph (c): These airplanes may also be identified as Fairchild Republic Company airplanes, Fairchild Industries airplanes, Fairchild Heli Porter airplanes, or Fairchild-Hiller Corporation airplanes.

**(d) Subject**

Air Transport Association of America (ATA) Code 55: Stabilizers.

**(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 sheared or missing rivets on the horizontal stabilizer hinge bracket assemblies. The FAA is issuing this AD to prevent failure of the primary horizontal stabilizer load path, which could lead to separation of the horizontal stabilizer and result in loss of control of the airplane.

**(f) Actions and Compliance**

Unless already done, do the following actions in paragraphs (f)(1) and (2).

(1) Within the next 100 hours time-in-service after July 10, 2019 (the effective date of this AD) or within the next 12 months after July 10, 2019 (the effective date of this AD), whichever occurs first:

(i) Inspect the left-hand and the right-hand horizontal stabilizer hinge bracket assemblies for cracks, loose screws and rivets, sheared rivets, missing rivets, and looseness of the electrical bonding strap, and inspect the top and bottom screws at each hinge bracket. Repair or replace any parts with discrepancies before further flight. You must do the actions required by this paragraph by following

sections C through H of the Accomplishment Instructions-Part 1-On Aircraft in Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-004, dated July 2, 2018.

(ii) Install four “DO NOT PUSH” placards, part number 110.71.06.847 or 110.71.06.848, on the horizontal stabilizer by following section G of the Accomplishment Instructions–Aircraft in Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-002, Revision. No. 1, dated February 18, 2016.

(2) After July 10, 2019 (the effective date of this AD), do not install a horizontal stabilizer on any airplane unless it has been inspected as specified in paragraph (f)(1)(i) of this AD and found to be free of discrepancies or all discrepancies have been repaired or replaced.

### **(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. 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, Small Airplane Standards Branch, FAA, or the European Aviation Safety Agency (EASA).

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

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2018-0217, dated October 10, 2018, for related information.

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

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

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

(i) Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-002, Revision. No. 1, dated February 18, 2016.

(ii) Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-004, dated July 2, 2018.

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

(4) You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-1058.

(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 23, 2019.

Melvin J. Johnson,

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

[FR Doc. 2019-11747 Filed 6-4-19; 8:45 am]  
**BILLING CODE 4910-13-P**



**FAA**  
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**2019-11-04 Airbus Helicopters Deutschland GmbH:** Amendment 39-19650; Docket No. FAA-2018-0696; Product Identifier 2017-SW-101-AD.

### **(a) Applicability**

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters, certificated in any category, with a cable cut flip guard (flip guard) part number (P/N) 79552176 installed.

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

This AD defines the unsafe condition as unintended lifting of a flip guard. This condition could result in inadvertent cutting of the rescue hoist cable and subsequent personal injury.

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

This AD is effective July 12, 2019.

### **(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**

Before the next hoist operation or within 440 hours time in service, whichever occurs first, remove flip guard P/N 79552176 from service and install flip guard P/N 79553511 on the collective lever switch unit.

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

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Clark Davenport, Flight Test Engineer, Flight Test Branch, Compliance and Airworthiness Division, FAA, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone 817-222-5151; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

### **(g) Additional Information**

(1) Airbus Helicopters Alert Service Bulletin No. MBB-BK117 D-2-67A-002, Revision 0, dated January 23, 2017, which is not incorporated by reference, contains additional information about the

subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: (972) 641-0000 or (800) 232-0323; fax: (972) 641-3775; or at [http://www.helicopters.airbus.com/website/en/ref/Technical-Support\\_73.html](http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html). You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2017-0038, dated February 22, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2018-0696.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6700 Rotorcraft Flight Control.

Issued in Fort Worth, Texas, on May 31, 2019.

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



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**2019-11-05 Bell Helicopter Textron Canada Limited:** Amendment 39-19651; Docket No. FAA-2018-0722; Product Identifier 2017-SW-104-AD.

**(a) Applicability**

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters, certificated in any category, with a pitch link assembly part number (P/N) 429-012-112-101, 429-012-112-103, 429-012-112-101FM, or 429-012-112-103FM installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a worn pitch link. This condition, if not corrected, could result in pitch link failure and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD replaces AD 2015-22-02, Amendment 39-18306 (80 FR 65618, October 27, 2015).

**(d) Effective Date**

This AD is effective July 12, 2019.

**(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 50 hours time-in-service (TIS) and thereafter at intervals not to exceed 50 hours TIS:

(i) Perform a dimensional inspection of each inboard and outboard pitch link assembly for axial and radial bearing play. With a 10X or higher power magnifying glass, inspect the bearing liner for a crack, deterioration of the liner, and extrusion of the liner from the plane. If there is axial or radial play that exceeds allowable limits, or if there is a crack, deterioration of the liner, or extrusion of the liner, before further flight, replace the bearing.

(ii) Inspect the pitch link assembly sealant for pin holes and voids and to determine if the sealant thickness is 0.025 inch (0.64 mm) or less, extends over the roll staked lip by 0.030 inch (0.76 mm) or more, and is clear of the bearing ball. If there is a pin hole or void, or if the sealant exceeds 0.026 inch (0.66 mm), does not extend over the roll staked lip by 0.030 inch (0.76 mm) or more, or is not clear of the bearing ball, before further flight, replace the bearing.

(2) For pitch link assembly part number (P/N) 429-012-112-101, 429-012-112-103, 429-012-112-101FM, and 429-012-112-103FM, within 200 hours TIS following the initial inspection required by paragraph (f)(1) of this AD, or if the hours TIS of a pitch link assembly exceed 250 hours TIS or are unknown, at the next 50-hour-TIS inspection required by paragraph (f)(1) of this AD:

- (i) Replace each bearing P/N 429-312-107-103 with a date of manufacture before January 13, 2015, with a bearing P/N 429-312-107-103 that was manufactured on or after January 13, 2015.
- (ii) Using a white permanent fine point marker or equivalent, re-identify the pitch link assembly:
  - (A) Re-identify P/N 429-012-112-101 and 429-012-112-101FM as 429-012-112-111FM.
  - (B) Re-identify P/N 429-012-112-103 and 429-012-112-103FM as 429-012-112-113FM.
- (iii) Apply a coating of DEVCON 2-TON (C-298) or equivalent over the new P/N.

**(g) Special Flight Permits**

Special flight permits are prohibited.

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

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

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

**(i) Additional Information**

(1) Bell Alert Service Bulletin No. 429-15-16, Revision B, dated June 15, 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-2015-16R2, dated April 3, 2017. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2018-0722.

**(j) Subject**

Joint Aircraft Service Component (JASC) Code: 6720 Tail Rotor Control System.

Issued in Fort Worth, Texas, on May 31, 2019.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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