FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2016-18

8/22/2016 - 9/4/2016

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

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AD No.	Information	Manufacturer	Applicability

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

Biweekly 2016-01

2015-26-04	S 2002-13-11	Airbus Helicopters	EC120B helicopters
2015-26-08		Piper Aircraft, Inc.	PA-44-180, PA-44-180T airplanes
2015-26-10		Sikorsky Aircraft Corporation	S-76A, S-76B, and S-76C helicopters

Biweekly 2016-02

2015-12-09 R1	R 2015-12-09	Airbus Helicopters Deutschland GmbH	EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, EC135T2+, and MBB-BK 117 C-2
2016-01-01		Piper Aircraft, Inc.	PA-46-500TP
2016-01-06		Agusta S.p.A.	AB139 and AW139
2016-01-14		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1, and C-2
2016-01-15		Agusta S.p.A.	AB139 and AW139
2016-01-19		MD Helicopters Inc.	500N and 600N

Biweekly 2016-03

2015-22-51		Agusta S.p.A.	A109A and A109AII helicopters
2016-02-06		Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2016-04

2016-03-02		Turbomeca S.A.	ARRIEL 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines
2016-03-05	S 2014-13-01	Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters
2016-04-05	S 2014-03-18	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, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 airplanes

Biweekly 2016-05

2016-04-04		M7 Aerospace LLC	SA26-AT, SA226-T(B), SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
2016-04-14		Turbomeca S.A.	Arriel 1E2
2016-04-15		MD Helicopters Inc.	369A, 369D, 369E, 369FF, 369HE, 369HM, 369HS, 500N, and 600N
2016-05-06	S 2014-07-52	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP

Biweekly 2016-06

2016-04-12		Turbomeca S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2 turboshaft engines
2016-05-01	R 96-12-12	Piper Aircraft, Inc.	PA-31, PA-31-300, PA-31-325 and PA-31-350
2016-05-08	R 2006-23-17	Turbomeca S.A.	Turmo IV A and IV C turboshaft engines.
2016-05-09		MD Helicopters, Inc.	369A (Army OH-6A), 369H, 369HE, 369HM, 369HS, and 369D; 369E, 369F and 369FF, 500N
2016-05-10		Airbus Helicopters	AS 365 N3, EC 155B, and EC155B1
2016-05-11		Sikorsky Aircraft Corporation	S-92A
2016-05-13		Pratt & Whitney Canada Corp.	PT6A-60AG, BS919 and BS1048; PT6A-65AG, BS708, BS903, BS1101, and BS1102; PT6A-67AF; and PT6A-67AG
2016-06-01	S 2007-06-06	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, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3 BN2A, BN2B, and BN2A MKIII, BN2A, BN2B, and BN2A MKIII

Biweekly 2016-07

2016-06-09		Turbomeca S.A.	Makila 2A and 2A1
2016-07-01	S 2014-07-04R1	Sikorsky Aircraft Corporation	S-92A
2016-07-02		Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, and -5R
2016-07-11		Weatherly Aircraft Company	201, 201A, 201B, 201C, 620, 620A, 620B, 620B-TG, and 620TP

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2016-08

2016-07-13		GE Aviation Czech s.r.o	M601E-11
2016-07-19		Technify Motors GmbH	TAE 125-02-99 and TAE 125-02-114
2016-07-21	R 2015-20-13	Piper Aircraft, Inc.	PA-28-161, PA-28-181, and PA-28R-201
2016-07-24		Textron Aviation, Inc.	310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C
2016-07-26	R 2010-23-02	Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2016-07-27		Airbus Helicopters	SA341G and SA342J
2016-07-29		Airbus Helicopters	EC225LP, AS332C, AS332L, AS332L1, and AS332L2
2016-08-08	S 92-06-10	SOCATA	MS 880B, MS 885, MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235E, and Rallye 235C

Biweekly 2016-09

2016-08-16		Turbomeca S.A.	Arriel 2E turboshaft engines
2016-08-17	2010-19-51	Bell Helicopter Textron Canada	222, 222B, 222U, 230, and 430 helicopters
2016-08-21		Kaman Aerospace Corporation	K-1200 helicopters

Biweekly 2016-10

2015-09-04 R1	R 2015-09-04	DG Flugzeugbau GmbH	DG-1000T gliders
2016-06-06		Quest Aircraft Design, LLC	KODIAK 100 airplanes
2016-08-18		Piper Aircraft, Inc	PA-31-350 airplanes
2016-08-19		Mitsubishi Heavy Industries, Ltd	MU-2B-30, MU-2B-35, and MU-2B-36 , MU-2B-36A and MU-2B-60 airplanes,
2016-08-20	S 2014-12-51	Airbus Helicopters (Previously Eurocopter France)	EC130B4 and EC130T2
2016-09-02		Turbomeca S.A.	Astazou XIV B and XIV H turboshaft engines
2016-09-09	S 2013-08-17	Airbus Helicopters (Previously Eurocopter France)	SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2016-10-01		M7 Aerospace LLC	SA226-AT, SA226-T, 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
2016-10-03		Viking Air Limited	DHC-3 airplanes

Biweekly 2016-11

2016-10-03	COR.	Viking Air Limited	DHC-3 airplanes

Biweekly 2016-12

2016-11-09		Turbomeca S.A.	Arriel 1D and 1D1
2016-11-10	S 2000-20-11	BLANIK LIMITED	L-13 Blanik and L-13 AC Blanik
2016-11-11		EVEKTOR, spol. s.r.o.	L 13 SEH VIVAT and L 13 SDM VIVAT
2016-11-12	S 2000-20-12	EVEKTOR, spol. s.r.o.	L 13 SEH VIVAT and L 13 SDM VIVAT
2016-11-13	S 99-19-33	BLANIK LIMITED	L-13 Blanik and L-13 AC Blanik
2016-11-20		B/E Aerospace	Protective Breathing Equipment (PBE)
2016-11-21		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+
2016-12-01		Pilatus Aircraft LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2016-12-02		Various Aircraft	See AD
2016-12-51	E	Airbus Helicopters	AS332L2 and Model EC225LP

Biweekly 2016-13

2016-12-06		Turbomeca S.A.	MAKILA 2A and MAKILA 2A1 turboshaft engines
2016-12-07	S 2010-11-10	Turbomeca S.A.	Astazou XIV B and XIV H turboshaft engines
2016-12-08		GROB Aircraft AG	G115EG airplanes
2016-12-13	S 2000-05-17 S 2001-04-12	Airbus Helicopters	EC120B helicopters
2016-13-04		BRP-Powertrain GmbH & Co KG	Rotax model 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 reciprocating engines

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2016-14

2016-12-51		Airbus Helicopters	AS332L2 and EC225LP
2016-13-07		Airbus Helicopters	AS 365 N3
2016-14-05	R 2008-15-06	Textron Aviation Inc	175, 175A
2016-14-06	R 2006-13-05	Pacific Aerospace Limited	750XL

Biweekly 2016-15

2016-15-02		M7 Aerospace LLC	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT

Biweekly 2016-16

2016-16-03		Pacific Aerospace Limited	FU24-954 and FU24A-954

Biweekly 2016-17

2016-16-12		Continental Motors, Inc.	-520 and -550 reciprocating

Biweekly 2016-18

2016-17-04		All Hot Air Balloons	with BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burners.
2016-17-05	S 2009-13-04	RUAG Aerospace Services GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2016-17-07		PILATUS Aircraft Ltd	PC-7
2016-17-08	R 2016-07-24	Textron Aviation, Inc.	310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C
2016-18-05		PILATUS AIRCRAFT LTD	PC-12, PC-12/45, PC-12/47, and PC-12/47E

2016-17-04 All Hot Air Balloons: Amendment 39-18617; Docket No. FAA-2016-8989; Directorate Identifier 2016-CE-025-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 29, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all hot air balloons, certificated in any category, with BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burners.

(d) Subject

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

(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 propane leaks on burners equipped with fuel hoses made of EGEFLEX material. We are issuing this AD to prevent propane leaks in the fuel hoses, which could result in a fire, damaging the balloon and its envelope, ultimately leading to an emergency landing, with consequent injury to the occupants and persons on the ground.

(f) Actions and Compliance

Unless already done, do the following actions.

(1) Within the next 14 days after August 29, 2016 (the effective date of this AD), inspect all hot air balloon fuel lines to determine if a Kubíček fuel hose made of "EGEFLEX" material is installed. Do the inspection as following BALÓNY KUBÍČEK spol. s r.o.. Service Bulletin No. BB/50, BB-S/11, AB24 rev.1, dated May 12, 2016.

(2) If any Kubíček hose made of "EGEFLEX" material is found during the inspection required in paragraph (f)(1) of this AD, before further flight, replace the fuel hose following BALÓNY KUBÍČEK spol. s r.o. Service Bulletin No. BB/50, BB-S/11, AB24 rev.1, dated May 12, 2016.

(3) As of August 29, 2016 (the effective date of this AD), do not install a Kubíček fuel hose made of "EGEFLEX" material.

(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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov. Before using any approved AMOC on any balloon 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) Special Flight Permit

Special flight permits are prohibited.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2016-0151, dated July 26, 2016, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-8989.

(j) Material Incorporated by Reference

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

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

(i) BALÓNY KUBÍČEK spol. s r.o. Service Bulletin No. BB/50, BB-S/11, AB24 rev.1, dated May 12, 2016.

(ii) Reserved.

(3) For BALÓNY KUBÍČEK spol. s r.o. service information identified in this AD, contact BALÓNY KUBÍČEK spol. s r. o., Jarní 2a, 614 00 Brno, Czech Republic, telephone: +420 545 422 620; fax: +420 545 422 621; email: info@kubicekballons.cz. Internet: http://www.kubicekballoons.eu.

(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-2016-8989.

(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 August 16, 2016.

Pat Mullen,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.

2016-17-05 RUAG Aerospace Services GmbH: Amendment 39-18618; Docket No. FAA-2016-6983; Directorate Identifier 2016-CE-012-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 30, 2016.

(b) Affected ADs

This AD supersedes AD 2009-13-04, Amendment 39-15943 (74 FR 29116; June 19, 2009) ("AD 2009-13-04").

(c) Applicability

This AD applies to RUAG Aerospace Services GmbH Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 76: Engine Controls.

(e) Reason

This AD results from 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 excessive wear on the guide pin of the power lever or condition lever, which could cause functional loss of the flight idle stop. We are issuing this proposed AD to amend the compliance times of the guide pin inspections.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (4) of this AD based on a compliance time of hours time-in-service (TIS) or flight cycles, whichever occurs first. If the flight cycles or hours TIS of the throttle box assembly is unknown, use the hours TIS of the airplane to determine the compliance time for the inspection.

(1) For throttle box assemblies with less than 9,600 hours TIS or 9,600 flight cycles since installed: Inspect the guide pins of the power and condition levers for excessive wear following the Accomplishment Instructions in paragraph 2 of RUAG Aerospace Services GmbH Dornier 228 Alert Service Bulletin No. ASB-228-279, revision 1, dated September 22, 2015, at the following times:

(i) Initially, unless already done within the last 1,200 hours TIS or 1,200 flight cycles as of July 24, 2009 (the effective date retained from AD 2009-13-04), before or upon accumulating 9,600 hours TIS or 9,600 flight cycles, or within the next 100 hours TIS or 100 flight cycles after July 24, 2009 (the effective date retained from AD 2009-13-04), whichever occurs later, inspect the guide pins of the power and condition levers for excessive wear; and

(ii) Repetitively thereafter within 4,800 hours TIS or 4,800 flight cycles since any previous inspection in which the power and condition levers guide pins were not replaced or within 9,600 hours TIS or 9,600 flight cycles, whichever occurs first, since the previous inspection in which the power and condition levers guide pins were replaced.

(2) For throttle box assemblies with 9,600 hours TIS or more or 9,600 flight cycles or more but less than 13,200 hours TIS or 13,200 flight cycles since installed: Inspect the guide pins of the power and condition levers for excessive wear within the next 1,200 hours TIS or 1,200 flight cycles after July 24, 2009 (the effective date retained from AD 2009-13-04) following the Accomplishment Instructions in paragraph 2 of RUAG Aerospace Services GmbH Dornier 228 Alert Service Bulletin No. ASB-228-279, revision 1, dated September 22, 2015; and

(i) Repetitively inspect the guide pins of the power and condition levers for excessive wear thereafter within 4,800 hours TIS or 4,800 flight cycles since any previous inspection in which the power and condition levers guide pins were not replaced; or

(ii) Repetitively inspect the guide pins of the power and condition levers for excessive wear within 9,600 hours TIS or 9,600 flight cycles since the previous inspection in which the power and condition levers guide pins were replaced.

(3) For throttle box assemblies with 13,200 hours TIS or more or 13,200 flight cycles or more since installed: Within 100 hours TIS or 100 flight cycles after July 24, 2009 (the effective date retained from AD 2009-13-04) inspect the guide pins of the power and condition levers for excessive wear following the Accomplishment Instructions in paragraph 2 of RUAG Aerospace Services GmbH Dornier 228 Alert Service Bulletin No. ASB-228-279, revision 1, dated September 22, 2015, at the following times:

(i) Initially within the next 100 hours TIS or 100 flight cycles after July 24, 2009 (the effective date retained from AD 2009-13-04); and

(ii) Repetitively thereafter within 4,800 hours TIS or 4,800 flight cycles since any previous inspection in which the power and condition levers guide pins were not replaced or within 9,600 hours TIS or 9,600 flight cycles since the previous inspection in which the power and condition levers guide pins were replaced.

(4) For all throttle box assemblies: Before further flight after any inspection required in paragraph (f)(1), (2), or (3) of this AD, replace any guide pin that exceeds the acceptable wear-limits as defined in paragraph 4.1 of RUAG Aerospace Services GmbH Dornier 228 Alert Service Bulletin No. ASB-228-279, revision 1, dated September 22, 2015.

(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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@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.: 2009-0031R1, dated March 29, 2016, and EASA AD No.: 2009-0031R2, dated June 28, 2016, for related information. The MCAI

can be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2016-6983.

(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) RUAG Aerospace Services GmbH Dornier 228 Alert Service Bulletin No. ASB-228-279, revision 1, dated September 22, 2015.

(ii) Reserved.

(3) For RUAG Aerospace Services GmbH service information identified in this AD, contact RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Federal Republic of Germany, telephone: +49 (0) 8153-30-2280; fax: +49 (0) 8153-30-3030; email: custsupport.dornier228@ruag.com; Internet: http://www.ruag.com/.

(4) 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-2016-6983.

(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 August 17, 2016.

Pat Mullen,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.

2016-17-07 PILATUS Aircraft Ltd.: Amendment 39-18620; Docket No. FAA-2016-7026; Directorate Identifier 2016-CE-016-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 30, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to PILATUS Aircraft Ltd. Model PC-7 airplanes, manufacturer serial numbers (MSN) 101 through 618, certificated in any category.

(d) Subject

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

(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 stress corrosion cracking on the main frame on frame 11 left and right fittings, which can cause potential loss of the horizontal stabilizer. We are issuing this proposed AD to detect and correct stress corrosion cracking on the frame 11 left and right fittings.

(f) Actions and Compliance

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

(1) Within the next 120 days after September 30, 2016 (the effective date of this AD), check the material specification of the Frame (FR) 11 left fitting part number (P/N) 112.35.07.489 and the FR 11 right fitting P/N 112.35.07.490 following the Accomplishment Instructions in paragraph 3.B. of PILATUS Aircraft Ltd. PC-7 Service Bulletin No: 53-013, dated February 25, 2016.

(2) If fittings made of aluminum alloy AA2124-T851 are found during the inspection required by paragraph (f)(1) of this AD, within 30 days after the inspection or within the next 30 days after September 30, 2016 (the effective date of this AD), whichever occurs later, report the inspection results following the reporting requirements in paragraph 3.D. of PILATUS Aircraft Ltd. PC-7 Service Bulletin No: 53-013, dated February 25, 2016.

(3) If fittings made of aluminum alloy AA2024-T351 are found during the inspection required by paragraph (f)(1) of this AD, before further flight, and repetitively thereafter at intervals not to exceed 12 months, inspect FR 11 left fitting, P/N 112.35.07.489 and the FR 11 right fitting, P/N

112.35.07.490, for cracks following the Accomplishment Instructions in paragraph 3.C. of PILATUS Aircraft Ltd. PC-7 Service Bulletin No: 53-013, dated February 25, 2016.

(4) If cracks are found during any inspection required in paragraph (f)(3) of this AD, before further flight, replace the fittings following the Accomplishment Instructions in paragraph 3 of PILATUS Aircraft Ltd. PC-7 Service Bulletin No: 53-014, dated February 25, 2016.

(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.

(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 Federal Office of Civil Aviation (FOCA) AD HB-2016-001, dated May 17, 2016, for related information. The MCAI can be found in the AD docket on the Internet at: https://www.regulations.gov/document?D=FAA-2016-7026-0002.

(i) Material Incorporated by Reference

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

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

(i) PILATUS Aircraft Ltd. PC-7 Service Bulletin No: 53-013; dated February 25, 2016; and

(ii) PILATUS Aircraft Ltd. PC-7 Service Bulletin No: 53-014, dated February 25, 2016.

(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, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 August 17, 2016.
Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2016-17-08 Textron Aviation, Inc.: Amendment 39-18621; Docket No. FAA-2016-8992; Directorate Identifier 2016-CE-021-AD.

(a) Effective Date

This AD is effective September 12, 2016.

(b) Affected ADs

This AD replaces AD 2016-07-24, Amendment 39-18469 (81 FR 21250, April 11, 2016) ("AD 2016-07-24").

(c) Applicability

This AD applies to Textron Aviation, Inc. Models 310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C airplanes (type certificates 3A10, 3A25, and A7CE previously held by Cessna Aircraft Company), all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2731, Elevator Tab Control System.

(e) Unsafe Condition

This AD supersedes AD 2016-07-24, which required replacement and repetitive inspections of the hardware securing the elevator trim tab push-pull rod. This AD retains the actions for AD 2016-07-24 but revises the repetitive inspection intervals and allows for a longer bolt for the attachment of the elevator trim tab actuator rod end to the push-pull tube connection and/or for the elevator trim tab horn end to the push-pull tube connection. This AD was prompted by comments indicating difficulties with bolt installation and requesting a revision to repetitive inspection intervals to coincide with established inspection intervals. We are issuing this AD to prevent jamming of the elevator trim tab in a position outside the normal limits of travel due to the loss of the attachment hardware connecting the elevator trim tab actuator to the elevator trim tab push-pull rod, which could result in loss of control.

(f) Actions and Compliance

Do the actions in paragraphs (f)(1) through (3) of this AD. If paragraph (f)(1) of this AD has already been done before September 12, 2016 (the effective date of this AD) following either Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, dated February 29, 2016 (see paragraph (g) of this AD) or Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016, then credit can be taken and the only required actions are the repetitive actions of paragraphs (f)(2) and (3) of this AD.

(1) Within the next 90 days after September 12, 2016 (the effective date of this AD), replace the elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and the trim tab ends of the push-pull rod following steps 3 through 6 of the accomplishment instructions in Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

(2) Following the replacement required in paragraph (f)(1) of this AD or the replacement or previous repetitive general visual inspection done per AD 2016-07-24, whichever occurs later, repetitively conduct general visual inspections of the elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and the trim tab ends of the push-pull rod at intervals not to exceed 110 hours TIS or 12 months, whichever occurs first. Before further flight, replace the hardware if necessary following the Compliance NOTE on page 1 of Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

Note 1 to paragraph (f)(2) of this AD: The intent is to require these repetitive inspections during your regular maintenance schedule.

(3) After September 12, 2016 (the effective date of this AD), any time the elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and/or trim tab ends of the push-pull rod is removed for any reason, discard the old hardware (bolt, nut, washer and cotter pin) and replace with new hardware following steps 4 and/or step 6 of Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

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

This AD allows credit for the actions required in paragraphs (f)(1) of this AD if done before September 12, 2016 (the effective date of this AD) following the instructions of Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, dated February 29, 2016.

(h) Special Flight Permit

Special flight permits are allowed for this AD per 14 CFR 39.23 with the following limitation: Before flight a pre-flight visual inspection is required of the attachment hardware connecting the elevator trim tab actuator to the elevator trim tab push-pull rod. Confirmation of the presence of a castellated nut and cotter pin is required.

(i) 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 (i) 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) AMOCs approved previously for AD 2016-07-24 are valid as AMOCs for this AD.

(j) Related Information

For more information about this AD, contact Adam Hein, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4116; fax: (316) 946-4107; email: adam.hein@faa.gov.

(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.

(3) The following service information was approved for IBR on September 12, 2016 (the effective date of this AD).

(i). Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

(ii) Reserved.

(4) For Textron Aviation, Inc. (Cessna) service information identified in this AD, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 517-7271; email: customercare@cessna.textron.com; Internet: https://support.cessna.com/custsupt/csupport/newlogin.jsp.

(5) 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 and locating Docket No. FAA-2016-8992.

(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 Kansas City, Missouri, on August 17, 2016.
Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2016-18-05 PILATUS AIRCRAFT LTD.: Amendment 39-18635; Docket No. FAA-2016-7048; Directorate Identifier 2016-CE-014-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 6, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to PILATUS AIRCRAFT LTD. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes, all serial numbers, that are:

(1) Installed with an affected serial number engine mounting frame assembly (EMF), part number (P/N) 571.20.12.036, listed in figure 1 of paragraph (c)(1) of this AD; and

Figure 1 to Paragraph (c)(1) of this AD: EMF P/N 571.20.12.036, Affected Serial Numbers

0001 through 1200 inclusive.
1202 through 1272 inclusive.
1275 through 1323 inclusive.
1325 through 1328 inclusive.
1334 through 1338 inclusive.
1340 and 1342.
1344 through 1346 inclusive.
1348 and 1349.
1358, 1361, and 1365.

(2) Certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 71: Power Plant.

(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 longitudinal material separation on the internal surface of the engine mounting frame assembly tubes (EMF). We are issuing this AD to detect and correct material separation on the internal surface of the engine mounting frame assembly tubes, which could lead to partial or complete failure of the structural joint and possibly result in in-flight detachment of the engine with consequent loss of control.

(f) Actions and Compliance

Do the actions in paragraphs (f)(1) through (7) of this AD. If paragraphs (f)(1) through (6) of this AD have already been done before October 6, 2016 (the effective date of this AD), then only paragraph (f)(7) of this AD applies.

(1) Within the compliance time identified in figure 2 of paragraph (f)(1) of this AD, do an ultrasonic inspection of the swaged engine mounting tube ends of the affected EMF following the instructions of paragraph 3.B.(1) of PILATUS AIRCRAFT LTD PILATUS PC-12 Service Bulletin No: 71-009, Reference No: 345, Modification No: EC-15-0632, Revision 2, dated March 18, 2016.

Figure 2 to Paragraph (f)(1) of This AD: Initial Compliance Time

A or B, Whichever Occurs Later	
A	Before the EMF exceeds 11,000 hours time-in-service (TIS) or 13,500 flight cycles (FC), whichever occurs first since first installation of the EMF on an airplane.
B	Within 1,000 hours TIS or 1,000 FC or 6 months, whichever occurs first after October 6, 2016 (the effective date of this AD).

(2) If an indication with an echo of less than 40 percent full screen height is detected on an EMF during the ultrasonic inspection required in paragraph (f)(1) of this AD, except for paragraph (f)(7), no further actions are required for this AD. Document compliance with this AD in the maintenance records.

(3) If an indication with an echo of 40 percent full screen height or more is detected on an EMF during the ultrasonic inspection required in paragraph (f)(1) of this AD, do the actions in paragraphs (f)(3)(i) through (iii) of this AD, as applicable.

(i) Before further flight and repetitively thereafter at intervals not to exceed 600 hours TIS or 12 months, whichever occurs first, do a visual inspection of the welding and do an eddy current inspection of the tubes at the indication point detected during the ultrasonic inspection. Use the instructions of paragraphs 3.B.(2) and 3.B.(3) of PILATUS AIRCRAFT LTD PILATUS PC-12 Service Bulletin No: 71-009, Reference No: 345, Modification No: EC-15-0632, Revision 2, dated March 18, 2016.

(ii) If any cracks are found during any of the visual inspections or if an indication with a signal of 20 percent or more is detected during any of the eddy current inspections required in paragraph (f)(3)(i) of this AD, before further flight, replace the EMF with a serviceable EMF following the instructions in the service information listed in paragraph (f)(5) of this AD, including all subparagraphs as applicable.

(iii) Unless already done as required by paragraph (f)(3)(ii) of this AD, with>in 1,800 hours TIS or 36 months after the initial visual and eddy current inspections of the affected EMF required by paragraph (f)(3)(i) of this AD, whichever occurs first, replace the EMF with a serviceable EMF following the instructions in the service information listed in paragraph (f)(5) of this AD, including all subparagraphs as applicable.

(4) For the purpose of this AD, a serviceable EMF is defined as any EMF that is not listed in figure 1 of paragraph (c)(1) of this AD or an affected EMF that is listed in figure 1 of paragraph (c)(1) of this AD but has had the ultrasonic inspection required in paragraph (f)(1) of this AD and had an indication with an echo of less than 40 percent full screen height.

(5) For replacement of the EMF, follow the instructions listed in paragraphs (f)(5)(i) and (ii), as applicable.

(i) For Models PC-12, PC-12/45, and PC-12/47, manufacturer serial numbers (MSN) 101-888: Pilatus Powerplant Mounting Frame, Removal/Installation, Date module/Technical publication 12-A-71-00-05-00A-920A-A, dated February 26, 2010, found in Pilatus Model type-PC-12, PC-12/45, PC-12/47 MSN-101-888 Aircraft Maintenance Manual (AMM), Document No. 02049, 12-A-AM-00-00-00-I.

(ii) For Model PC-12/47E, MSN 1001 and up: Pilatus Powerplant Mounting Frame, Removal/Installation, Date module/Technical publication 12-B-71-00-05-00A-920A-A, dated October 4, 2010, found in Pilatus Model type-PC-12/47E MSN-1001-UP Aircraft Maintenance Manual (AMM), Document No. 02300, 12-B-AM-00-00-00-I.

(6) If an EMF has an indication with an echo of 40 percent or more during the ultrasonic inspection required in paragraph (f)(1) of this AD, you may replace the EMF with a serviceable EMF in lieu of the visual or eddy current inspections required in paragraph (f)(3)(i) of this AD. For replacement of the EMF, follow the instructions in the service information listed in paragraph (f)(5) of this AD, including all subparagraphs as applicable.

(7) As of October 6, 2016 (the effective date of this AD), do not install an EMF P/N 571.20.12.036 unless it has been determined to be a serviceable EMF as specified in paragraph (f)(4) of this AD.

(8) Airplanes with an MSN of 1556 or higher are not affected by this AD provided that the EMF has not been replaced since its manufacture. A review of the maintenance records, Airworthiness Approval Tag (FAA Form 8130-3), or other positive form of parts identification such as a shipping ticket, invoice, or direct ship authority letter, can be used to determine the serial number of the EMF.

(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

(1) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2016-0081, dated April 25, 2016, for related information pertaining to this AD. The MCAI can be found in the AD docket on the Internet at: https://www.regulations.gov/document?D=FAA-2016-7048-0002.

(i) Material Incorporated by Reference

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

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

(i) PILATUS PC-12 Service Bulletin No: 71-009, Reference No: 345, Modification No: EC-15-0632, Revision 2, dated March 18, 2016;

(ii) Pilatus Powerplant Mounting Frame, Removal/Installation, Date module/Technical publication 12-A-71-00-05-00A-920A-A, dated February 26, 2010, found in Pilatus Model type-PC-12, PC-12/45, PC-12/47 MSN-101-888 Aircraft Maintenance Manual (AMM), Document No. 02049, 12-A-AM-00-00-00-I; and

(iii) Pilatus Powerplant Mounting Frame, Removal/Installation, Date module/Technical publication 12-B-71-00-05-00A-920A-A, dated October 4, 2010, found in Pilatus Model type- PC-12/47E MSN-1001-UP Aircraft Maintenance Manual (AMM), Document No. 02300, 12-B-AM-00-00-00-I.

(3) For 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: aircraft.com">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-2016-7048.

(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 August 23, 2016.
David R. Showers,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.