

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2018-03**

*1/22/2018 - 2/4/2018*



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

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

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

**Biweekly 2018-01**

No ADs were published in this biweekly period.

**Biweekly 2018-02**

2018-01-12	S 2015-22-53	Airbus Helicopters	AS350B3 helicopters
2018-02-01	S 2015-08-51	Enstrom	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX helicopters
2018-02-04		Aerospace Welding Minneapolis, Inc.	Mufflers
2018-02-07		Various Restricted Category Helicopters	UH-1H, UH-1B, TH-1F, UH-1F, and UH-1P helicopters
2018-02-08		Bell Helicopter Textron	204B, 205A, and 205A-1 helicopters

**Biweekly 2018-03**

2018-02-02		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters
2018-02-05		Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-236, PA-28-201T, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T airplanes
2018-02-13	S 2017-07-02	Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
2018-02-14		Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43A, -43BL, -47A, -55B, and -61A model turboprop engines, and TSE331-3U model turboshaft engines
2018-02-15	S 2007-08-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2018-03-01		Agusta S.p.A.	AB139 and AW139 helicopters



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**2018-02-02 Airbus Helicopters:** Amendment 39-19155; Docket No. FAA-2017-1201; Product Identifier 2017-SW-068-AD.

**(a) Applicability**

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters, certificated in any category, with a main rotor (M/R) mast jet oil lubrication hose (oil hose) part number (P/N) 704A34-412-015 (manufacturing P/N 4T13), except those marked with an X following the P/N, installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a blocked oil hose. This condition could result in failure of the direct oil jet to lubricate the M/R mast upper bearing, degradation of the M/R mast bearings, loss of M/R transmission function, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective February 12, 2018.

**(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 30 hours time-in-service (TIS), disconnect the upper end of the oil hose and inspect the inside of the hose for oil.

(i) If there is no oil inside the hose, before further flight, replace the M/R mast and oil hose.

(ii) If there is oil inside the hose, within 30 hours TIS, remove the oil hose and blow air through the oil hose using an air gun.

(A) If no air flows through the oil hose, before further flight, replace the M/R mast and oil hose.

(B) If air does flow through the oil hose, inspect the oil hose for any blockage by inserting two cable ties or a semi-rigid piece of wire with a diameter of 2 to 2.3 millimeters (mm) a minimum of 100 mm into each end of the oil hose.

(1) If there is any blockage, before further flight, replace the M/R mast and oil hose.

(2) If there is no blockage, re-identify the oil hose by vibro-etching the letter "X" after the P/N.

(2) Do not install an oil hose P/N 704A34-412-015 on any helicopter unless it has been inspected as required by this AD.

**(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: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy 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.

**(g) Additional Information**

(1) Airbus Helicopters Emergency Alert Service Bulletin No. 62.00.20, No. 62.00.23, No. 62.00.36, No. 62.00.39, and No. 62A015, all Revision 1 and dated May 19, 2017, which are co-published as one document and not incorporated by reference, contain 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; telephone (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 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 European Aviation Safety Agency (EASA) AD No. 2017-0089, dated May 17, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-1201.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6230 Main Gearbox Mast.

Issued in Fort Worth, Texas, on January 8, 2018.

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



**2018-02-05 Piper Aircraft, Inc.:** Amendment 39-19158; Docket No. FAA-2018-0015; Product Identifier 2017-CE-045-AD.

**(a) Effective Date**

This AD is effective February 7, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Piper Aircraft, Inc. airplane models and serial numbers (S/Ns) that are certificated in any category:

**Table 1 to Paragraph (c) of This AD—Applicable Airplane Models and S/Ns**

<b>Model</b>	<b>Serial No.</b>
PA-28-140	28-20001 through 28-26946; 28-7125001 through 28-7725290.
PA-28-150	28-03, 28-1 through 28-4377, and 28-1760A.
PA-28-151	28-7415001 through 28-7715314.
PA-28-160	28-03, 28-1 through 28-4377, and 28-1760A.
PA-28-161	2841001 through 2841365, 28-7716001 through 28-8216300, 28-8316001 through 28-8616057, 2816001 through 2816109, 2816110 through 2816119, and 2842001 through 2842420.
PA-28-180	28-03, 28-671 through 28-5859, 28-7105001 through 28-7205318, 28-E13, and 28-7305001 through 28-7505261.
PA-28-181	28-7690001 through 28-8690056, 28-8690061, 28-8690062, 2890001 through 2890205, 2890206 through 2890231, and 2843001 through 2843879.
PA-28-236	28-7911001 through 28-8611008 and 2811001 through 2811050.
PA-28-201T	28-7921001 through 28-7921095.
PA-28R-180	28R-30002 through 28R-31270 and 28R-7130001 through 28R-7130019.
PA-28R-200	28R-30482, 28R-35001 through 28R-35820, 28R-7135001 through 28R-7135238, and 28R-7235001 through 28R-7635545.
PA-28R-201	28R-7737002 through 28R-7837317, 2837001 through 2837061, and 2844001 through 2844171.

PA-28R-201T	28R-7703001 through 28R-7803374 and 2803001 through 2803015.
PA-28RT-201	28R-7918001 through 28R-8218026.
PA-28RT-201T	28R-7931001 through 28R-8631005, and 2831001 through 2831038.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 11, Placard and Markings.

**(e) Unsafe Condition**

This AD was prompted by a quality control issue at the manufacturer that resulted in the installation of fuel tank selector covers with the left and right fuel tank selector placards improperly located. We are issuing this AD to prevent fuel management error. The unsafe condition, if not addressed, could result in fuel starvation and loss of engine power in flight.

**(f) Compliance**

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

**(g) Inspect Fuel Selector Cover**

Before further flight after February 7, 2018 (the effective date of this AD), inspect the left and right fuel selector cover placards for proper installation using Part I of Piper Aircraft, Inc. (Piper) Service Bulletin (SB) No. 1309, dated October 10, 2017. If the fuel selectors placards are properly installed, no further action is required.

**(h) Install Temporary Fuel Selector Placards**

If improper (reversed clock positions) installation of the left and right fuel selector placards is found during the inspection required in paragraph (g) of this AD, before further flight, fabricate and install temporary left and right fuel selector placards using Part II of Piper SB No. 1309, dated October 10, 2017. In lieu of installing the temporary placards required by this paragraph, you may install the permanent placards specified in paragraph (i) of this AD.

**(i) Install Permanent Fuel Selector Placards**

Within the next 100 hours time-in-service (TIS) after February 7, 2018 (the effective date of this AD), replace the temporary placard installed in paragraph (h) of this AD with permanent left and right fuel selector placards using Part III of Piper SB No. 1309, dated October 10, 2017, unless already done in lieu of installing the temporary placards specified in paragraph (h) of this AD.

**(j) Special Flight Permit**

A special flight permit is allowed for this AD per 14 CFR 39.23 with the following limitations: Flights are not to exceed a total of 100 hours TIS with temporary placards installed.

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

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information, paragraph (l), 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.

**(l) Related Information**

For more information about this AD, contact Ronald Segall, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5541; fax: (404) 474-5506; email: ronald.segall@faa.gov.

**(m) 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) Piper Aircraft, Inc. Service Bulletin No. 1309, dated October 10, 2017.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; telephone: (772) 567-4361; internet: [www.piper.com/technical-publications-documents/](http://www.piper.com/technical-publications-documents/).

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 January 16, 2018.

Melvin J. Johnson,  
Deputy Director, Policy & Innovation Division,  
Aircraft Certification Service.



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**2018-02-13 Sikorsky Aircraft Corporation (Sikorsky):** Amendment 39-19166; Docket No. FAA-2017-0896; Product Identifier 2017-SW-034-AD.

**(a) Applicability**

This AD applies to Sikorsky Model 269D and Model 269D Configuration A helicopters with a KAflex engine side drive shaft part number (P/N) SKCP2738-7 and KAflex pulley side drive shaft P/N SKCP2738-5 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of a drive shaft. This condition could result in loss of rotor drive and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes AD 2017-07-02, Amendment 39-18840 (82 FR 15120, March 27, 2017).

**(d) Effective Date**

This AD becomes effective March 5, 2018.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(f) Required Actions**

(1) Before further flight:

(i) For Model 269D helicopters, remove from service any KAflex engine side drive shaft P/N SKCP2738-7 and any KAflex pulley side drive shaft P/N SKCP2738-5 that has 6,000 or more hours time-in-service (TIS). Thereafter, remove from service any KAflex engine side drive shaft P/N SKCP2738-7 and any KAflex pulley side drive shaft P/N SKCP2738-5 before accumulating 6,000 hours TIS.

(ii) For Model 269D Configuration A helicopters, remove from service any KAflex engine side drive shaft P/N SKCP2738-7 and any KAflex pulley side drive shaft P/N SKCP2738-5 that has 1,200 or more hours TIS. Thereafter, remove from service any KAflex engine side drive shaft P/N SKCP2738-7 and any KAflex pulley side drive shaft P/N SKCP2738-5 before accumulating 1,200 hours TIS.

(iii) If interchanged between Model 269D and Model 269D Configuration A helicopters, remove from service any KAflex engine side drive shaft P/N SKCP2738-7 and any KAflex pulley side drive shaft P/N SKCP2738-5 that has 1,200 or more hours TIS. Thereafter, if interchanged between Model 269D and Model 269D Configuration A helicopters, remove from service any KAflex engine side

drive shaft P/N SKCP2738-7 and any KAflex pulley side drive shaft P/N SKCP2738-5 before accumulating 1,200 hours TIS.

(2) Within 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, using a belt drive alignment tool 269T3303-003, inspect the lower pulley to engine alignment by engaging the tool on the drive shaft and inserting in the lower pulley bore. Rotate the tool 360° around the drive shaft and inspect for interference. If there is any interference with the rotation of the tool, before further flight, adjust the engine elevation alignment to eliminate the interference.

(3) Within 25 hours TIS, and thereafter at intervals not to exceed 100 hours TIS:

(i) Remove the drive shaft to adapter bolt and inspect the drive shaft alignment. Engage and disengage the splines a minimum of 3 times by sliding the engine power output shaft in and out of the engine. Inspect the alignment at each 90° interval by rotating the lower pulley with the power shaft disengaged. Determine whether the adapter slides on and off the drive shaft splines without spline engagement interference or resistance along the entire length of movement. If there is any spline engagement interference or resistance, before further flight, replace both the engine side and pulley side drive shafts.

(ii) Inspect each drive shaft for a crack, any corrosion or pitting, a nick, a dent, and a scratch. If there is a crack, any corrosion or pitting, a nick, a dent, or a scratch that exceeds allowable limits, before further flight, replace both the engine side and pulley side drive shafts.

(4) Within 25 hours TIS, and thereafter at intervals not to exceed 400 hours TIS, remove the engine side drive shaft and pulley side drive shaft and perform the following:

(i) Inspect each flex frame (frame) bolted joint (joint) for movement by hand. If there is any movement, before further flight, replace both the engine side and pulley side drive shafts.

(ii) Visually inspect each joint for fretting corrosion (which might be indicated by metallic particles) and each frame and mount bolt torque stripe for movement. If there is any fretting corrosion or torque stripe movement, before further flight, replace both the engine side and pulley side drive shafts.

(iii) Using a 10x or higher power magnifying glass, visually inspect each joint for fretting and for a crack around the bolt head and washer side, and around the nut and washer side. Also inspect both sides of each frame for a crack on the inside and outside corner radii and radii edge (four). If there is any fretting, a crack at any point over the full circumference (360°) of the bolt head and washer side or the nut and washer side, or a crack in any of the corner radii edges, before further flight, replace both the engine side and pulley side drive shafts.

(5) As an optional terminating action to the repetitive inspections in this AD, you may install KAflex engine side drive shaft P/N SKCP2738-9 and KAflex pulley side drive shaft P/N SKCP2738-101.

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

(1) The Manager, Boston ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Schwetz, Aviation Safety Engineer, Boston ACO Branch, Compliance and Airworthiness Division, FAA, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7761; email michael.schwetz@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**

Appendix B of Sikorsky S-330 Model 269D Helicopter Basic Handbook of Maintenance Instructions, No. CSP-D-2, dated February 1, 1993, and revised October 15, 2014; Appendix B of Sikorsky S-330 Model 269D Config. "A" Helicopter Basic Handbook of Maintenance Instructions,

No. CSP-D-9, dated July 20, 2001, and revised October 15, 2014; and Sikorsky 269D Helicopter Alert Service Bulletin DB-052, Basic Issue, dated January 16, 2014, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs\_cust\_service\_eng.gr-sik@lmco.com. 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.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6310, Engine/Transmission Coupling.

Issued in Fort Worth, Texas, on January 17, 2018.

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



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2018-02-14 Honeywell International Inc.** (Type Certificate previously held by AlliedSignal Inc., Garrett Engine Division; Garrett Turbine Engine Company; and AiResearch Manufacturing Company of Arizona): Amendment 39-19167; Docket No. FAA-2016-9418; Product Identifier 2016-NE-23-AD.

**(a) Effective Date**

This AD is effective February 28, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Honeywell International Inc. (Honeywell) TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43A, -43BL, -47A, -55B, and -61A model turboprop engines, and TSE331-3U model turboshaft engines with combustion chamber case assemblies, part numbers (P/Ns) 869728-x, 893973-x, 3101668-x, and 3102613-x, where “x” denotes any dash number, installed.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 7240, Turbine Engine Combustion Section.

**(e) Unsafe Condition**

This AD was prompted by reports that combustion chamber case assemblies have cracked and ruptured. We are issuing this AD to prevent failure of the combustion chamber case assembly. The unsafe condition, if not addressed, could result in failure of the combustion chamber, in-flight shutdown, and reduced control of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) For all affected engines:

(i) Inspect all accessible areas of the combustion chamber case assembly, focusing on the weld joints, before accumulating 450 hours in service since last fuel nozzle inspection or within 50 hours in service after the effective date of this AD, whichever occurs later.

(ii) Do the inspection in accordance with the Accomplishment Instructions, paragraphs 3.B.(1) through 3.B.(2), in Honeywell Service Bulletin TPE331-72-2178, Revision 0, dated May 3, 2011.

(iii) Thereafter, repeat this inspection during scheduled fuel nozzle inspections at intervals not to exceed 450 hours.

(2) For TPE331-3U, -3UW, -5, -5A, -5AB, -5B, -6, and -6A engines with combustion chamber case assemblies, P/Ns 869728-1, 869728-3, or 893973-5, installed, and without the one-piece bleed pad with P3 boss; and for TPE331-1, -2, and -2UA engines modified by National Flight Services, Inc., supplemental type certificate (STC) SE383CH, remove the combustion chamber case assembly from service at the next removal of the combustion chamber case from the engine, not to exceed 3,700 hours time-in-service since last hot section inspection.

(3) As of the effective date of this AD, do not weld repair the applicable combustion chamber case assemblies using procedures dated before the effective date of this AD.

**(h) Definition**

TPE331 model engines modified by STC SE383CH may be defined as the “Super 1” and “Super 2” for the compressor modification of the TPE331-1 and the TPE331-2, -2U, and -2UA engines, respectively. Figures 1 and 2 to paragraph (h) of this AD illustrate the appearance of combustion chamber case assembly, P/N 893973-5, without and with, respectively, the one-piece bleed pad with the P3 boss.

**Figure 1 to Paragraph (h) of this AD. Combustion Chamber Case Assembly**

**Without the One-Piece Bleed Pad with P3 Boss**

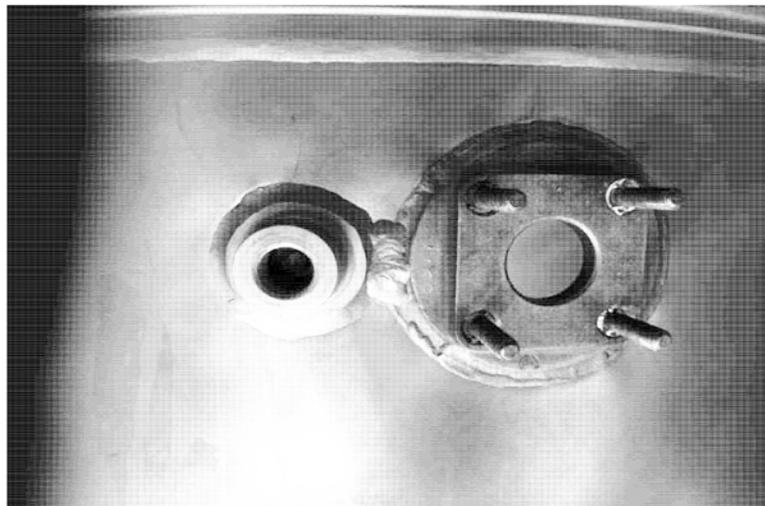
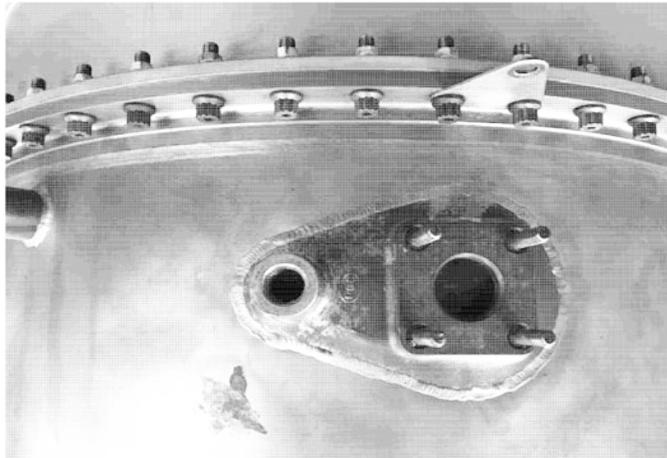


Figure 2 to Paragraph (h) of this AD. Combustion Chamber Case Assembly with  
One-Piece Bleed Pad with P3 Boss



**(i) Installation Prohibition**

After the effective date of this AD, do not install a combustion chamber case assembly, P/N 869728-1, 869728-3, or 893973-5, in TPE331-3U, -3UW, -5, -5A, -5AB, -5B, -6, and -6A engines or in TPE331-1, -2, and -2UA engines modified by National Flight Services, Inc., STC SE383CH, unless the combustion chamber case assembly has a one-piece bleed pad with P3 boss.

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

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

**(k) Related Information**

For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles ACO Branch, FAA, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@faa.gov.

**(l) Material Incorporated by Reference**

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

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

(i) Honeywell Service Bulletin TPE331-72-2178, Revision 0, dated May 3, 2011.

(ii) Reserved.

(3) For Honeywell service information identified in this AD, contact Honeywell International Inc., 111 S 34th Street, Phoenix, AZ 85034-2802; phone: 800-601-3099; internet: <https://myaerospace.honeywell.com/wps/portal>.

(4) You may view this service information at the FAA, Engine and Propeller Standards Branch, 1200 District Avenue, Burlington, MA. 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 January 17, 2018.

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



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## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2018-02-15 British Aerospace Regional Aircraft:** Amendment 39-19168; Docket No. FAA-2017-0993; Product Identifier 2017-CE-026-AD.

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

This airworthiness directive (AD) becomes effective March 5, 2018.

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

This AD supersedes AD 2007-08-06, Amendment 39-15023 (72 FR 18565; April 13, 2007) (“AD 2007-08-06”).

### **(c) Applicability**

This AD applies to British Aerospace Regional Aircraft Models HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 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) originated by an aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as the need for airworthiness limitations for critical components in the main and nose landing gear assemblies. We are issuing this AD to introduce new replacement part numbers and incorporate new limitations for the replacement part numbers to prevent failure of the main and nose landing gear, which could result in loss of control.

### **(f) Actions and Compliance**

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

(1) For all affected airplanes: Before further flight after March 5, 2018 (the effective date of this AD), replace each component part in the main and nose landing gear assemblies as applicable to airplane model and configuration before exceeding the applicable life limit, following the Accomplishment Instructions in BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 9, dated July 11, 2017.

(2) For the affected Model Jetstream 3201 airplanes: Within the next 50 hours after March 5, 2018 (the effective date of this AD), replace alternative port and starboard axles part numbers (P/N) AIR141958 and P/N AIR141959 that have exceeded the applicable life limits as shown in table 5 of BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 9, dated July 11, 2017.

(3) For all affected airplanes: Before further flight after March 5, 2018 (the effective date of this AD), revise the FAA-approved maintenance program (instructions for continued airworthiness) that the operator or the owner uses to ensure the continuing airworthiness of each operated airplane, as applicable to the airplane model, by incorporating the limitations described in BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 9, dated July 11, 2017, as applicable to the airplane model and depending on the airplane configuration.

(4) For all affected airplanes: The compliance times in paragraphs (f)(1) and (2) 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) 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 be accomplished using a method approved by the Manager, Small Airplane Standards Branch, FAA; or the European Aviation Safety Agency (EASA).

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

(1) Refer to MCAI EASA AD 2017-0157, dated August 25, 2017, and, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2017-0993-0002>.

### **(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) BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 9, dated July 11, 2017.

(ii) Reserved.

(3) For BAE Systems (Operations) Limited service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; internet: <http://www.baesystems.com/Businesses/RegionalAircraft/>.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-0993.

(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 January 16, 2018.  
Melvin J. Johnson,  
Deputy Director, Policy & Innovation Division,  
Aircraft Certification Service.



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2018-03-01 Agusta S.p.A.:** Amendment 39-19174; Docket No. FAA-2017-0939; Product Identifier 2017-SW-057-AD.

### **(a) Applicability**

This AD applies to Agusta S.p.A. Model AB139 and AW139 helicopters, certificated in any category, with a main rotor blade (MRB) part number (P/N) 3G6210A00131 with a serial number (S/N) 3615, 3634, 3667, or 3729 installed.

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

This AD defines the unsafe condition as disbonding of an MRB tip cap. This condition could result in loss of the MRB tip cap, severe vibrations, and subsequent loss of control of the helicopter.

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

This AD becomes effective February 14, 2018.

### **(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 5 hours time-in-service (TIS), using a tap hammer or equivalent, tap inspect each MRB tip cap for disbonding in the area depicted in Figure 1 of Leonardo Helicopters Emergency Alert Service Bulletin No. 139-508, dated September 12, 2017 (EASB).

(i) If there is any disbonding, before further flight, remove the MRB from service.

(ii) If there is no disbonding, within 10 hours TIS, remove the MRB from service.

(2) After the effective date of this AD, do not install a MRB P/N 3G6210A00131 with a S/N 3615, 3634, 3667, or 3729 on any helicopter.

### **(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: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2017-0175-E, dated September 13, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-0939.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6210 Main Rotor Blades.

**(i) 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 Emergency Alert Service Bulletin No. 139-508, dated September 12, 2017.

(ii) Reserved.

(3) For Leonardo Helicopters 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 <http://www.leonardocompany.com/-/bulletins>.

(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/ibr-locations.html>.

Issued in Fort Worth, Texas, on January 22, 2018.

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