FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2017-16

7/24/2017 - 8/6/2017

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 2017-01

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

Biweekly 2017-02

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

Biweekly 2017-03

No ADs

Biweekly 2017-04

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

Biweekly 2017-05

2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters
2017-03-01	S 2014-05-06	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2017-04-03		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-14		Textron Aviation Inc.	560XL airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-03		Airbus Helicopters Deutschland GmbH	BO-105C, BO-105LS A-3, and BO-105S helicopters
2017-05-04		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L1, 206L3, and 206L4 helicopters
2017-05-51		Bell Helicopter Textron Canada	429 helicopters

Biweekly 2017-06

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

Biweekly 2017-07

2017-07-02		Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters

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2017-07-01		M7 Aerospace LLC	SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes
2017-06-03	R 81-09-09	Meggitt (Troy), Inc.	921, 930, 937, 940, 944, 945, 977, 978, 979, 8240, 8253, 8259, and 8472 combustion heaters
Biweekly 2017-08			
2017-07-10		American Champion Aircraft Corp.	8KCAB airplanes
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
2017-07-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2 helicopters
2017-07-09		Sikorsky Aircraft Corporation	S-92A helicopters
Biweekly 2017-09			
2017-08-07		Learjet, Inc	60
2017-08-09		DG Flugzeugbau GmbH	DG-500MB
2017-08-12		GROB Aircraft AG	GROB G 109 and GROB G 109B
2017-09-02		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2017-06-11		Airbus Helicopters	EC120B
Biweekly 2017-10			
2017-09-05		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2017-09-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 helicopters
Biweekly 2017-11			
2017-10-02	S 2015-11-01	Slingsby Aviation Ltd.	T67M260 and T67M260-T3A airplanes
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s.	Z-242L airplanes
2017-10-09		Textron Aviation Inc.	402C, 414A airplanes
2017-10-11		Stemme AG	S10-VT gliders
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-20		Piper Aircraft, Inc.	PA-31, PA-31-300, and PA-31-325; PA-31-350 airplanes
2017-11-03		DG Flugzeugbau GmbH	DG-500MB gliders
Biweekly 2017-12			
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s	Z-242L airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-08		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-16		PILATUS AIRCRAFT LTD.	PC-12/47E airplanes
Biweekly 2017-13			
2017-11-10		Lycoming Engines	TIO-540-AJ1A reciprocating engines
2017-12-04	S 2016-20-04	Airbus Helicopters	SA 341G and Model SA 342J helicopters
2017-13-03		Bell Helicopter Textron Canada Limited	429 helicopters
2017-13-04		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 (including configuration C-2e) and Model MBB-BK 117 D-2 helicopters
Biweekly 2017-14			
2017-13-06		DG Flugzeugbau GmbH	DG-400, DG-500M, DG-500MB, DG-800A, and DG-800B
Biweekly 2017-15			
2017-10-10		Sikorsky Aircraft Corporation	S-92A helicopters
2017-10-12		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters

AD No.	Information	Manufacturer	Applicability
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2017-14-04	R 95-26-13	Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes
2017-14-05		Airbus Helicopters	SA330J helicopters
2017-14-06	S 93-17-13	Sikorsky Aircraft Corporation	TH55A, 269A, 269A-1, 269B, 269C and 269C-1 helicopters
2017-15-02		Bell Helicopter Textron, Inc.	212 and 412 helicopters
Biweekly 2017-16			
2017-14-03		Sikorsky Aircraft Corporation	S-92A helicopters
2017-15-05		Piper Aircraft, Inc.	PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250, and PA-30 airplanes
2017-15-06	R 97-10-05	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2017-15-07	R 2017-04-51	Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines
2017-15-09		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-15-13		Bell Helicopter Textron Canada Limited	429 helicopters
2017-15-15	R 2002-19-01	SOCATA	TBM 700 airplanes
2017-16-02		Agusta S.p.A.	A109S helicopters

2017-14-03 Sikorsky Aircraft Corporation (Sikorsky): Amendment 39-18947; Docket No. FAA-2017-0664; Directorate Identifier 2016-SW-073-AD.

(a) Applicability

This AD applies to Sikorsky Model S-92A helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as fatigue failure of the landing gear. This condition could result in failure of the landing gear and subsequent damage to and loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 11, 2017.

(d) Compliance

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

(e) Required Actions

(1) Before further flight, remove from service any part that has accumulated the number of landing cycles listed in Table 1 to paragraph (e)(1) of this AD. Thereafter, remove from service any part before accumulating the number of landing cycles listed in Table 1 to paragraph (e)(1) of this AD. For purposes of this AD, a landing cycle is counted anytime the helicopter lifts off into the air and then lands again regardless of the duration of the landing and regardless of whether the engine is shut down. If the number of landing cycles in unknown, multiply the number of hours time-in-service by 4.5 to determine the number of landing cycles.

Table 1 to Paragraph (e)(1) of This AD

Part name	Part number	Life limit
Main landing gear (MLG) wheel axle	2392-2334-001	22,300 landing cycles.
MLG or nose landing gear (NLG) threaded hinge pin	2392-2311-003	26,100 landing cycles.
NLG cylinder	2392-4006-005	26,300 landing cycles.
NLG hinge pin	2392-4312-003	26,700 landing cycles.
Landing gear actuator rod end	2392-0876-901	41,700 landing cycles.

(2) For helicopters with 31,600 or more landing cycles and an NLG airframe fitting assembly P/N 92209-01101-041 installed, before further flight:

(i) Using a 10X or higher power magnifying glass, inspect each bushing (P/N 92209-01101-102 and P/N 92209-01101-103) and all visible surfaces of mating lug fittings adjacent to each bushing for fretting, corrosion, wear, and scratches. If there is fretting, corrosion, wear, or a scratch more than 0.0005 inch deep, replace the NLG airframe fitting assembly before further flight.

(ii) Ultrasonic inspect each NLG actuator fitting P/N 92209-01101-101 in accordance with Sikorsky Ultrasonic Inspection Technique No. UT 5077, Revision 0, dated July 25, 2014 (UT 5077), except you are not required to report to or contact Sikorsky. If there are any anomalies or suspect indications, replace the NLG actuator fitting before further flight.

Note 1 to paragraph (e)(2)(ii) of this AD: A copy of UT 5077 is attached to Sikorsky S-92 Helicopter Alert Service Bulletin 92-32-004, Basic Issue, dated January 30, 2015.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Dorie Resnik, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7693; email dorie.resnik@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

Sikorsky S-92 Helicopter Alert Service Bulletin 92-32-004, Basic Issue, dated January 30, 2015, which is not incorporated by reference, contains 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 this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 3200 Main Landing Gear and 3220 Nose Landing Gear.

(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) Ultrasonic Inspection Technique No. UT 5077, Revision 0, dated July 25, 2014.

Note 2 to paragraph (i)(2)(i): Ultrasonic Inspection Technique No. UT 5077, Revision 0, dated July 25, 2014, is an attachment to Sikorsky S-92 Helicopter Alert Service Bulletin 92-32-004, Basic Issue, dated January 30, 2015, which is not incorporated by reference.

(ii) Reserved.

(3) For Sikorsky 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.

(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 June 27, 2017.
Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2017-15-05 Piper Aircraft, Inc.: Amendment 39-18965; Docket No. FAA-2017-0157; Directorate Identifier 2016-CE-039-AD.

(a) Effective Date

This AD is effective August 28, 2017.

(b) Affected ADs

This AD replaces Airworthiness Directive (AD) 69-13-03, Amendment 39-785 (34 FR 9748, June 24, 1969) as amended by AD 69-13-03, Amendment 39-1749 (38 FR 33765, December 7, 1973) ("AD 69-13-03").

(c) Applicability

This AD applies to Piper Aircraft, Inc. Models PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250, and PA-30 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 21, Air Conditioning.

(e) Unsafe Condition

This AD was prompted by the potential of carbon monoxide entering the airplane cabin. We are issuing this AD to prevent failure of the combustion heater exhaust extension, which could lead to carbon monoxide entering the airplane cabin.

(f) Compliance

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

(g) Mild Steel or Stainless Steel Exhaust Extension Determination

Within the next 25 hours time-in-service (TIS) after December 14, 1973 (the effective date retained from AD 69-13-03 as amended by AD 69-13-03, Amendment 39-785 (38 FR 33765, December 7, 1973)), remove the heater exhaust tube shroud and by means of a magnet determine if Stewart-Warner part number (P/N) 486238 exhaust extension (Piper P/N 754-708) is mild steel (magnetic) or stainless steel (non-magnetic). If the exhaust extension is stainless steel, then no further action is required by this AD.

(h) Mild Steel Exhaust Extensions

If there is a mild steel Stewart-Warner P/N 486238 exhaust extension (Piper P/N 754-708) installed on the airplane, within 25 hours TIS after August 28, 2017 (the effective date of this AD), you must do one of the following actions found in paragraph (h)(1) through (3) of this AD.

(1) Replace the mild steel exhaust extension with a stainless steel exhaust extension.

(2) Visually inspect the mild steel exhaust extension for deterioration (cracks, corrosion, rust, and/or flaking) and repetitively thereafter visually inspect the exhaust extension at intervals not to exceed 25 hours TIS or until the mild steel exhaust extension is replaced with a stainless steel exhaust extension.

(3) Disable or remove the combustion heater.

(i) Deterioration of the Mild Steel Exhaust Extension

If deterioration (cracks, corrosion, rust, and/or flaking) of the extension is found during any of the inspections required in paragraph (h)(2) of this AD, before further flight, you must do one of the following actions in paragraph (i)(1) or (2) of this AD.

(1) Replace the exhaust extension with a stainless steel exhaust extension or a mild steel P/N 486238 exhaust extension that has been inspected per paragraph (h)(2) of this AD and was found free of deterioration. If you install a mild steel P/N 486238 exhaust extension, you must continue the repetitive visual inspections required in paragraph (h)(2) of this AD.

(2) Disable or remove the heater.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (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 (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.

(3) AMOCs approved for paragraphs (a) and (b) of AD 69-13-03 are approved as AMOCs for the corresponding provisions of this AD.

(k) Related Information

For more information about this AD, contact Scott Hopper, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5535; fax: (404) 474-5606; email: scott.hopper@faa.gov.

Issued in Kansas City, Missouri, on July 12, 2017.
Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2017-15-06 British Aerospace Regional Aircraft: Amendment 39-18966; Docket No. FAA-2017-0395; Directorate Identifier 2017-CE-011-AD.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 97-10-05; Amendment 39-10017 (62 FR 28318; May 23, 1997) ("AD 97-10-05").

(c) Applicability

This AD applies to British Aerospace Regional Aircraft Model 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 correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks in the main landing gear (MLG) fitting at the pintle to cylinder interface, which could cause failure of the MLG during takeoff and landing. We are issuing this AD to detect and correct cracks in the main landing gear (MLG), which could lead to structural failure of the MLG and could result in loss of control during takeoffs and landings.

(f) Actions and Compliance

Unless already done, do the following actions listed in paragraphs (f)(1) through (3) of this AD:

(1) Within the compliance times listed in paragraph (f)(1)(i) or (ii) of this AD, as applicable, inspect the MLG for cracks following Appendix 1 of British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016; or Heroux Devtek Service Bulletin 32-56, Revision 4, dated August 16, 2016, as specified in British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016.

(i) For airplanes that have been inspected following AD 97-10-05: Do the initial inspection within 1,200 flight cycles (FC) after the last inspection required by AD 97-10-05 and repetitively thereafter at intervals not to exceed 1,200 FC.

(ii) For airplanes that have not been inspected following AD 97-10-05: Do the initial inspection within 8,000 FC after installation of the MLG or within the next 100 FC after August 31, 2017 (the

effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 1,200 FC.

(2) If any cracks are found during any of the inspections required in paragraph (f)(1) of this AD, before further flight, replace the MLG with an airworthy part following British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016.

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

(i) 100 hours TIS x .75 = 75 FC; and

(ii) 1,000 hours TIS x .75 = 750 FC.

(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 MCAI European Aviation Safety Agency (EASA) AD 2017-0053, dated March 24, 2017. The MCAI can be found in the AD docket on the Internet at: https://www.regulations.gov/document?D=FAA-2017-0395-0002.

(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) British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA960142, Revision No. 4, October 21, 2016.

(ii) Heroux Devtek Service Bulletin 32-56, Revision 4, dated August 16, 2016.

(3) For British Aerospace Jetstream Series 3100 and 3200 service information related to this AD, contact BAE Systems (Operations) Ltd, Business Support Team-Technical Publications, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; phone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: https://www.regional-services.com/spares_and_support/support/aircraft-technical-publications/. For Heroux Devtek service information identified in this proposed AD, contact Heroux Devtek Product Support, Unit 1, Pembroke Court, Chancellor Road, Manor Park, Runcorn, Cheshire, WA7 1TG, England; phone: +44 01928 530530; fax: +44 01928 579454; email: technical_support@herouxdevtek.com; Internet: http://www.herouxdevtek.com/aog-product-support.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0395.

(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 July 12, 2017.

Pat Mullen,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.

2017-15-07 Safran Helicopter Engines, S.A.: Amendment 39-18967; Docket No. FAA-2017-0115; Directorate Identifier 2017-NE-04-AD.

(a) Effective Date

This AD is effective August 8, 2017.

(b) Affected ADs

This AD replaces AD 2017-04-51, Amendment 39-18824 (82 FR 13753, March 15, 2017).

(c) Applicability

This AD applies to all Safran Helicopter Engines, S.A., Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines equipped with a drain valve assembly (DV) manufactured, repaired, or overhauled after December 31, 2015; with a diaphragm, part number 9 164 95 002 0, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by reports of fuel leaks originating from the DV on certain Arriel engines. We are issuing this AD to prevent an engine compartment fire, in-flight shutdown, and damage to the helicopter.

(f) Compliance

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

(1) Within 10 flight hours or 7 days, whichever occurs first, after the effective date of this AD, visually inspect the affected DV for fuel leakage:

(i) If a fuel leak is detected, replace the affected DV with a DV eligible for installation, before the next flight.

(ii) If no fuel leak is detected, before the next flight, wrap the affected DV with a self-amalgamate tape or heat shrinkable tubing using the Accomplishment Instructions, paragraph 2.4, in Safran Helicopter Engines Alert Mandatory Service Bulletin (MSB) No. A292 73 0853, Version A, dated April 7, 2017.

(2) After wrapping an affected DV, as specified in paragraph (f)(1) of this AD, inspect the DV for fuel leakage before each first flight of the day. If a fuel leak is detected, replace the affected DV with a DV eligible for installation before the next flight.

(3) If, during any inspection required by this AD, the wrapping is found defective (loose, missing, or damaged), before the next flight, remove the wrap and re-wrap the affected DV using the

Accomplishment Instructions, paragraph 2.4, of Safran Helicopter Engines Alert MSB No. A292 73 0853, Version A, dated April 7, 2017.

(4) If you replace the affected DV with another affected DV eligible for installation, you must still continue to perform the repetitive inspections required by paragraph (f)(2) of this AD.

(g) Installation Prohibition

From the effective date of this AD, do not install any engine with an affected DV on any helicopter unless the DV has been wrapped and is leak-free in accordance with the instructions in paragraph 2.4 of Safran Helicopter Engines Alert MSB No. A292 73 0853, Version A, dated April 7, 2017.

(h) Definition

For the purpose of this AD, a DV eligible for installation is:

(1) A DV that is not affected by this AD; or

(2) a DV that is affected by this AD, is leak-free, and is wrapped in accordance with the Accomplishment Instructions, paragraph 2.4, of Safran Helicopter Engines Alert MSB No. A292 73 0853, Version A, dated April 7, 2017.

(i) Credit for Previous Actions

You may take credit for the initial inspection and corrective actions (including wrapping of a DV) accomplished before the effective date of this AD using the Accomplishment Instructions, paragraph 2, of Safran Helicopter Engines Alert MSB No. A292 73 0851, Version A, dated January 31, 2017.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. 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.

(k) Related Information

(1) For further information about this AD, contact: Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD No. 2017-0064R1, dated June 27, 2017, for more information.

(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) Safran Helicopter Engines Alert Mandatory Service Bulletin No. A292 73 0853, Version A, dated April 7, 2017.

(ii) Reserved.

(3) For Safran Helicopter Engines service information identified in this AD, contact Safran Helicopter Engines, S.A., 40220 Tarnos, France; phone: (33) 05 59 74 40 00; fax: (33) 05 59 74 45 15.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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 July 13, 2017.
Robert J. Ganley,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2017-15-09 Diamond Aircraft Industries GmbH: Amendment 39-18969; Docket No. FAA-2017-0640; Directorate Identifier 2017-CE-020-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 1, 2017.

(b) Affected ADs

None.

(c) Applicability

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

(1) Either a Technify Motors GmbH TAE 125-02-99 or TAE 125-02-114 engine installed; and

(2) DAI part numbers (P/N) D60-7806-00-01 and P/N D60-7806-00-02 engine exhaust clamps installed.

(d) Subject

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

(e) Reason

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

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (6) of this AD.

(1) Before or upon accumulating 40 hours time-in-service (TIS) on the affected engine exhaust pipes or within the next 10 hours TIS after August 1, 2017 (the effective date of this AD), whichever occurs later, do the actions in paragraphs (f)(1)(i) and (ii) of this AD.

(i) Inspect each engine exhaust clamp for cracks following III.3 Action 3–Inspection of exhaust clamp for cracks of the INSTRUCTIONS section of Diamond Aircraft Industries GmbH (DAI) Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, as specified in DAI Mandatory Service Bulletin MSB 42-120/2, dated June 7, 2017.

(ii) Reinstall any uncracked clamp or replace with a new clamp and incorporate spring washers following III.2 Action 2–
installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, as specified in DAI Mandatory Service Bulletin

MSB 42-120/2, dated June 7, 2017. See figure 1 to paragraph (f)(1)(ii) of this AD for additional information on the sequence of installation actions as identified in DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017. Credit is not given for installation of an engine exhaust clamp installed following DAI Work Instruction WI-MSB 42-120, Revision 1, dated December 14, 2016, (installation of exhaust clamp without spring washers), or DAI Work Instruction MSB-42-120, Revision 2, dated June 7, 2017.

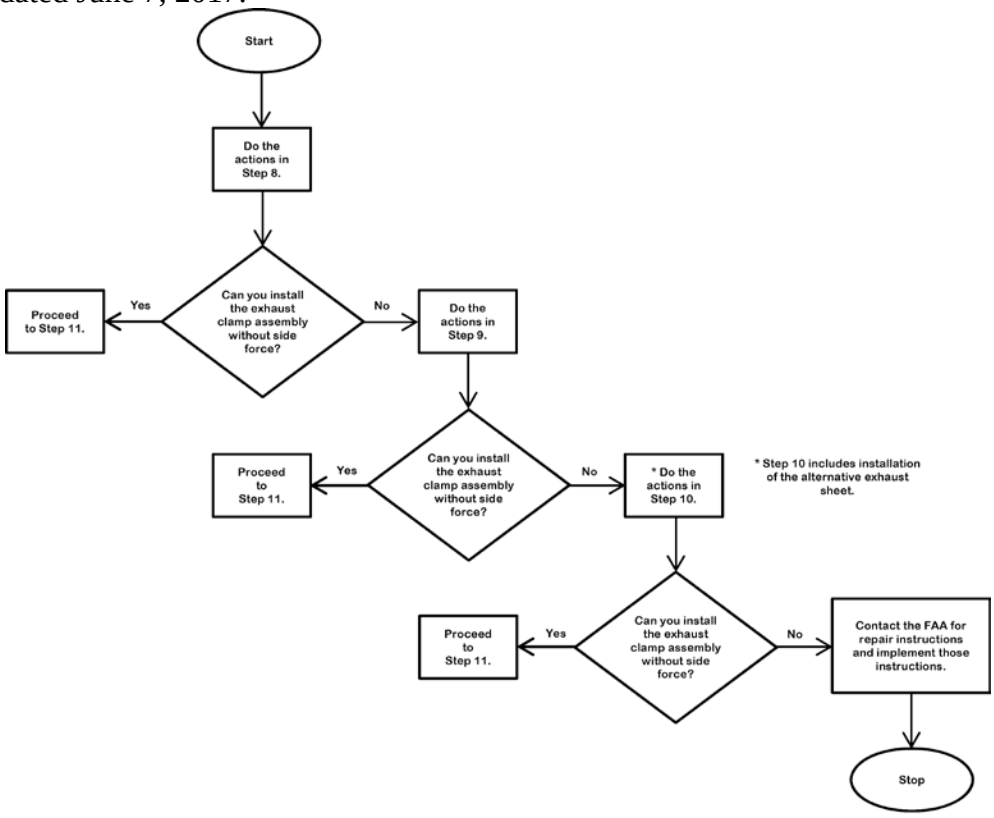

Figure 1 to paragraph (f)(1)(ii) of this AD:
Sequence of Actions for Exhaust Clamp Installation of
DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017

(2) Within 25 hours TIS after the installation required by paragraph (f)(1)(ii) of this AD and repetitively thereafter at intervals not to exceed 25 hours TIS, inspect each engine exhaust clamp for cracks following III.3 Action 3–Inspection of exhaust clamp for cracks of the INSTRUCTIONS section DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, as specified in DAI Mandatory Service Bulletin MSB 42-120/2, dated June 7, 2017.

(3) If any crack(s) is found on any engine exhaust clamp during any inspection required by this AD, before further flight, replace or modify the affected engine exhaust clamp(s) following III.2 Action 2–installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, as specified in DAI Mandatory Service Bulletin MSB 42-120/2, dated June 7, 2017.

(4) If during any replacement or modification required by this AD the exhaust clamp assembly cannot be installed without side force using step 10 of III.2 Action 2–installation of additional exhaust clamp in the INSTRUCTIONS section of DAI Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017, before further flight contact the FAA at the address specified in paragraph (i) of this AD to obtain and incorporate an FAA-approved repair/modification approved specifically for this AD. The FAA will coordinate with the European Aviation Safety Agency (EASA) and DAI for the development of a repair/modification to address the specific problem.

(5) The replacement required by paragraphs (f)(1)(ii) or (f)(3) of this AD does not terminate the repetitive inspections required by paragraph (f)(2) of this AD when DAI part numbers (P/N) D60-7806-00-01 and P/N D60-7806-00-02 engine exhaust clamps are installed.

(6) Within 10 days after any inspection where a cracked clamp is found or within 10 days after August 1, 2017 (the effective date of this AD), whichever occurs later, report the results to the FAA at the address specified in paragraph (i)(1) of this AD and to DAI at the address specified in paragraph (j)(3) of this AD. Report all the information included in the Appendix to this AD.

(g) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(h) Alternative Methods of Compliance (AMOCs)

(1) 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. 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.

(i) Related Information

(1) For more information about this AD, contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov.

(2) Refer to MCAI EASA AD No.: 2017-0120, dated July 13, 2017, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0640.

(j) Material Incorporated by Reference

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

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

(i) Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 42-120/2, dated June 7, 2017.

(ii) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017.

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

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the Internet at http://www.regulations.gov by searching for locating Docket No. FAA-2017-0640.

(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.

Appendix to AD 2017-15-09

Airplane Serial Number:———————————

Total Hours TIS of the Airplane:———————————

Total Hours TIS Since Clamp was Installed:———————

Clamp was installed on:

__ Left-hand Engine Only
__ Right-hand Engine Only
__ Both Engines

Number of Inspections Since Found Cracked:———————

Clamp installed per: ___ Section 8, ___ Section 9, or ___Section 10 of subsection III.2 of Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-120, Revision 3, dated July 6, 2017.

Clamp installed per the following Revision level of Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-120:
__ Original Issue
__ Revision 1
__ Revision 2

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

2017-15-13 Bell Helicopter Textron Canada Limited: Amendment 39-18973; Docket No. FAA-2017-0174; Directorate Identifier 2014-SW-059-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a landing gear part remaining in service beyond its fatigue life. This condition could result in failure of a landing gear part, failure of a landing gear skid, and subsequent loss of control of the helicopter during takeoff or landing.

(c) Effective Date

This AD becomes effective August 31, 2017.

(d) Compliance

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

(e) Required Actions

Before further flight, determine the accumulated retirement index number (RIN) for each part and remove it from service if it has reached or exceeded its life limit as follows. Thereafter, remove each part from service on or before reaching its life limit. For purposes of this AD, a run-on landing is defined as a landing with forward ground travel of the helicopter greater than 3 feet (0.91 m) with weight on skids.

(1) For Skid Tube Assembly part number (P/N) 429-700-101, 429-700-102, and 429-030-586-107: 16,000 RIN. Count 1 RIN for each landing; count 81 RIN for each run-on landing; and count 117 RIN for each autorotation landing.

(2) For Forward Crosstube Assembly P/N 429-712-101: 10,000 RIN. Count 1 RIN for each landing; count 50 RIN for each run-on landing; and count 118 RIN for each autorotation landing.

(3) Aft Crosstube Assembly P/N 429-723-108: 30,000 RIN. Count 1 RIN for each landing; count 32 RIN for each run-on landing; and count 186 RIN for each autorotation landing.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, 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) Bell 429 Maintenance Manual BHT-429-MM-1, Volume 1, Chapter 4, Revision 9, dated January 6, 2012, 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-2014-28, dated August 19, 2014. You may view the Transport Canada AD on the Internet at http://www.regulations.gov in Docket No. FAA-2017-0174.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 3200, Landing Gear System.

Issued in Fort Worth, Texas, on July 18, 2017.
Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2017-15-15 SOCATA: Amendment 39-18975; Docket No. FAA-2017-0417; Directorate Identifier 2017-CE-008-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 6, 2017.

(b) Affected ADs

This AD supersedes AD 2002-19-01, Amendment 39-12881 (67 FR 59137, September 20, 2002) ("AD 2002-19-01").

(c) Applicability

This AD applies to SOCATA Model TBM 700 airplanes, serial numbers 1 through 184, 186, 187, 189 through 204, 206, and 207, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 27: Flight Controls.

(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 the flight control wheel traveling beyond normal roll control limits. We are issuing this AD to prevent the flight control wheel from becoming jammed and leading to reduced or loss of control.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) and (2) of this AD or paragraph (f)(3) of this AD:

(1) Within the next 100 hours time-in-service (TIS) after October 29, 2002 (the effective date retained from AD 2002-19-01) and repetitively thereafter every time the flight control system undergoes maintenance, perform a test of the pilot and right-hand (RH) station control wheels to determine if either control wheel becomes jammed following SOCATA TBM Aircraft Mandatory Service Bulletin (SB) 70-095 27, dated November 2001.

(2) If any jamming is found during any test required by paragraph (f)(1) of this AD, before further flight, adjust the roll control stops on either the pilot control wheel or the RH station control wheel following SOCATA TBM Aircraft Mandatory SB 70-095 27, dated November 2001.

(3) To terminate the repetitive inspections required in paragraph (f)(1) of this AD either of the following actions may be done:

(i) Replace the rivets in the roll primary stops of both control wheels following the Accomplishment Instructions in DAHER SOCATA Mandatory SB 70-095, Revision 2, dated October 2016; or

(ii) Install a roll control emergency stop on each control wheel following the Accomplishment Instructions of EADS SOCATA Recommended SB 70-114, dated December 2004.

(g) Credit for Actions Done Following Previous Service Information

If done before September 6, 2017 (the effective date of this AD), this AD allows credit for replacement of the roll primary stop rivets on an airplane as specified in paragraph (f)(3)(i) of this AD following the Accomplishment Instructions of SOCATA TBM Mandatory SB 70-095, original issue or revision 1.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Albert Mercado, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: albert.mercado@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.

(i) Related Information

Refer to MCAI EASA AD No.: 2017-0018, dated February 3, 2017. The MCAI can be found in the AD docket on the Internet at: https://www.regulations.gov/document?D=FAA-2017-0417-0002.

(j) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 6, 2017 (the effective date of this AD).

(i) DAHER SOCATA Mandatory Service Bulletin SB 70-095, Revision 2, dated October 2016.

(ii) EADS SOCATA Recommended Service Bulletin SB 70-114, dated December 2004.

(4) The following service information was approved for IBR on October 29, 2002 (67 FR 59137, September 20, 2002).

(i) SOCATA TBM Aircraft Mandatory SB 70-095 27, dated November 2001.

(ii) Reserved.

(5) For SOCATA service information identified in this AD, contact SOCATA, Direction des services, 65921 Tarbes Cedex 9, France; phone: +33 (0) 5 62 41 73 00; fax: +33 (0) 5 62 41 76 54; email: info@socata.daher.com; Internet: https://www.mysocata.com/login/accueil.php.

(6) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call

816-329-4148. In addition, you can access this service information on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0417.

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

Issued in Kansas City, Missouri, on July 19, 2017.

Melvin Johnson,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.

2017-16-02 Agusta S.p.A.: Amendment 39-18979; Docket No. FAA-2017-0142; Product Identifier 2016-SW-013-AD.

(a) Applicability

This AD applies to Model A109S helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as detachment of an internal arrangement lower cabin liner. This condition could result in damage to a main rotor blade and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective September 5, 2017.

(d) Compliance

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

(e) Required Actions

Within 15 hours time-in-service, revise Section 1 Limitations of the AgustaWestland Model A109S Rotorcraft Flight Manual (RFM) by inserting a copy of this AD into the RFM or by making pen-and-ink changes to add the information in Figure 1 to paragraph (e) of this AD.

Figure 1 to Paragraph (e)

Flight with either one or both passenger cabin sliding doors opened or removed is prohibited if Internal Arrangement P/N 109-0814-21-101 is installed.
Flight with either one or both passenger cabin sliding doors opened is prohibited if passenger door modification P/N 109-0814-35 is not installed.
Flight with one or both passenger cabin sliding doors opened is allowed only with the doors locked.
V_{NE} with any passenger cabin sliding door opened or removed: 75 KIAS.
Maximum airspeed for passenger cabin sliding doors opening or closing: 50 KIAS.
IFR operation is prohibited with any door opened or removed.

(f) Credit for Previous Actions

Incorporating the changes contained in AgustaWestland A109S RFM, Document No. 109G0040A013, Issue 2, Revision 3, dated April 23, 2015, into Section 1 of the RFM before the effective date of this AD is considered acceptable for compliance with this AD.

(g) Special Flight Permits

Special flight permits are prohibited.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, 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.

(i) Additional Information

(1) AgustaWestland A109S RFM Document No. 109G0040A013, Issue 2, Revision 3, dated April 23, 2015, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact AgustaWestland, Product Support Engineering, Via del Gregge, 100, 21015 Lonate Pozzolo (VA) Italy, ATTN: Maurizio D'Angelo; telephone 39-0331-664757; fax 39 0331-664680; or at http://www.agustawestland.com/technical-bulletins. 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. 2015-0227, dated November 19, 2015. You may view the EASA AD on the Internet at http://www.regulations.gov in Docket No. FAA-2017-0142.

(j) Subject

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

Issued in Fort Worth, Texas, on July 25, 2017.
Scott A. Horn,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,
Aircraft Certification Service.