

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2018-16**

*7/23/2018 - 8/5/2018*



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, A – Affects

**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

**Biweekly 2018-04**

2018-03-03		Textron Aviation Inc.	401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425 airplanes
2018-03-05		Various Aircraft	See AD
2018-03-13		General Electric Company	CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C and CT7-9C3 model turboprop engines
2018-03-14		Pacific Aerospace Limited	750XL airplanes
2018-03-15		Pacific Aerospace Limited	750XL airplanes
2018-03-16	R 2017-10-11	Stemme AG	S10-VT gliders
2018-03-17		Aeroclubul Romaniei	IS-28B2 gliders

**Biweekly 2018-05**

2018-01-12 R1	R 2018-01-12	Airbus Helicopters	AS350B3 helicopters
2018-04-11		Agusta S.p.A.	AB139 and Model AW139 helicopters
2018-05-01		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, and AS332L2; EC225LP helicopters
2018-05-02		AgustaWestland S.p.A.	AW189 helicopters

**Biweekly 2018-06**

2018-03-18		Agusta S.p.A.	AW189 helicopters
2018-04-09		Pacific Aerospace Limited	750XL airplanes
2018-04-10		Pilatus Aircraft Limited	PC-7 airplanes
2018-05-03		Safran Helicopter Engine	Arrius 2F turboshaft engines
2018-05-08	R 2013-19-12	GA 8 Airvan (Pty) Ltd	GA8, GA8-TC320, GA8-TC 320-03-025 airplanes
2018-05-09		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters
2018-05-10		Agusta S.p.A.	AB412 and AB412 EP helicopters

**Biweekly 2018-07**

2018-06-09		Pacific Aerospace Limited	750XL airplanes
2018-06-10		Honda Aircraft Company LLC	HA-420 airplanes

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

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Information Key: E – Emergency; COR – Correction; S – Supersedes; R – Replaces, A – Affects

2018-06-11		Textron Aviation Inc.	A36TC and B36TC; S35, V35, V35A, and V35B airplanes
2018-06-51		Agusta S.p.A.	A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters
2018-07-01		Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, P3, T1, T2, T2+, and T3 helicopters
2018-07-02		Agusta S.p.A.	A109E, A109S, AW109SP, A119, and AW119 MKII helicopters

**Biweekly 2018-08**

2018-07-03	R 2018-02-05	Piper Aircraft, Inc	PA-28 airplanes
2018-07-08		Agusta S.p.A.	A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
2018-07-13		Textron Aviation Inc.	510, 680, 680A airplanes
2018-07-14		Pacific Aerospace Limited	750XL
2018-07-15		XtremeAir GmbH	XA42 airplanes
2018-07-16		Austro Engine GmbH	E4 and E4P diesel piston engines
2018-07-17		Safran Helicopter Engines	Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines

**Biweekly 2018-09**

2018-07-22	R 2017-08-09	DG Flugzeugbau GmbH	DG-500MB and DG-1000M gliders
2018-08-01		Airbus Helicopters	EC225LP helicopters

**Biweekly 2018-10**

2018-03-03	R 2018-03-03	Textron Aviation Inc.	400-series airplanes
2018-04-02		Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes (Note: Should have been included in Biweekly 2018-05)
2018-10-01		Safran Helicopter Engines, S.A.	Arriel 2E turboshaft engines

**Biweekly 2018-11**

2018-06-51		Agusta S.p.A.	A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters
2018-10-03		Pacific Aerospace Limited	750XL airplanes
2018-10-04	R 2018-03-15	Pacific Aerospace Limited	750XL airplanes
2018-10-06		Bell Helicopter Textron Canada Limited	407 helicopters
2018-10-07		Sikorsky Aircraft Corporation	S-76C helicopters
2018-10-09	S 2017-11-03	DG Flugzeugbau GmbH	DG-500MB and DG-1000M gliders
2018-10-10	R 2017-01-12	Diamond Aircraft Industries GmbH	DA 42 airplanes
	R 2017-11-08		
	R 2017-15-09		
2018-11-01		Airbus Helicopters	AS332L2 and Model EC225LP helicopters
2018-11-05	R 2018-06-10	Honda Aircraft Company LLC	HA-420 airplanes

**Biweekly 2018-12**

2018-11-03		Airbus Helicopters	SA-365C, SA-365C1, and SA-365C2 helicopters
2018-11-04		Aircraft Industries a.s.	L 410 UVP-E20 and L 410 UVP-E20 CARGO airplanes

**Biweekly 2018-13**

2018-13-05		Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5B, -6, -6A, -8, -10, -10AV, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UR model turboprop and TSE331-3U turboshaft engines
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**Biweekly 2018-14**

2018-12-03	R 2013-11-09	Safran Helicopter Engines, S.A.	Arrius 2B1 and 2F turboshaft engines
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**Biweekly 2018-15**

2018-13-01		Roll-Royce Corporation	250-C10D, 250-C18, 250-C18A, 250-C18B, 250-C18C, 250-C19, 250-C20, 250-C20B, 250-C20C, 250-C20F, 250-C20J, 250-C20R, 250-C20R/1, 250-C20R/2, 250-C20R/4, 250-C20S, 250-C20W, 250-C28, 250-C28B, 250-C28C, 250-C30, 250-C30G, 250-C30G/2, 250-C30M, 250-C30P, 250-C30S, and 250-C30U turboshaft engines
2018-14-01		Piper Aircraft, Inc.	PA-46-600TP (M600) airplanes

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

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2018-14-06	R 2017-07-10	American Champion Aircraft Corp.	8KCAB airplane
2018-14-07		Bell Helicopter Textron Canada Limited	429 helicopters
2018-15-02		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2018-15-51	E	Bell Helicopter Textron Canada Limited	429 helicopters

**Biweekly 2018-16**

2018-15-07		Costruzioni Aeronautiche Tecnam srl	P2006T airplanes
2018-15-08		Pacific Aerospace Limited	750XL airplanes
2018-16-08		Leonardo S.p.A.	A109E, A109S, and AW109SP helicopters
2018-16-51	2018-15-51	Bell Helicopter Textron Canada Limited	429 helicopters



**2018-15-07 Costruzioni Aeronautiche Tecnam srl:** Amendment 39-19339; Docket No. FAA-2018-0204; Product Identifier 2018-CE-003-AD.

**(a) Effective Date**

This AD becomes effective September 4, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Costruzioni Aeronautiche Tecnam srl Model P2006T airplanes, all serial numbers that do not incorporate design change TECNAM modification (Mod) 2006/322 at production, 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 address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as an incorrect part number for the rudder trim actuator is referenced in the Airworthiness Limitations section of the FAA-approved maintenance program (e.g., maintenance manual), and the life limit for that part may not be properly applied in service. We are issuing this AD to prevent failure of the rudder trim actuator, which could cause the rudder control system to fail. This failure could result in reduced control of the airplane.

**(f) Actions and Compliance**

Unless already done, do the following actions in paragraphs (f)(1) through (3) of this AD. The hours time-in-service (TIS) specified in paragraph (f)(1) of this AD are those accumulated on the rudder trim actuator, part number (P/N) B6-7T, since first installed on an airplane. If the total hours TIS are unknown, the hours TIS on the airplane must be used.

(1) Initially replace the rudder trim actuator, P/N B6-7T, at the compliance time in paragraph (f)(1)(i) or (ii) of this AD that occurs later:

(i) Before accumulating 1,000 hours TIS; or

(ii) Within the next 25 hours TIS after September 4, 2018 (the effective date of this AD) or within the next 30 days after September 4, 2018 (the effective date of this AD), whichever occurs first.

(2) After the initial replacement required in paragraph (f)(1) of this AD, repetitively thereafter replace the rudder trim actuator, P/N B6-7T, at intervals not to exceed 1,000 hours TIS.

(3) Within the next 12 months after September 4, 2018 (the effective date of this AD), revise the Airworthiness Limitations section of the FAA-approved maintenance program (e.g., maintenance manual) by establishing a 1,000-hour life limit for the rudder trim actuator P/N B6-7T. You may refer to Costruzioni Aeronautiche Tecnam srl (TECNAM) Service Bulletin No. SB 285-CS-Ed 1, Revision 1 (dated November 7, 2017) or Revision 2 (dated February 2, 2018) for more information.

**(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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@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**

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2018-0029, dated January 31, 2018, and Costruzioni Aeronautiche Tecnam srl Service Bulletin No. SB 285-CS-Ed 1, Revision 1, dated November 7, 2017, and Revision 2, dated February 2, 2018, for related information. You may examine the MCAI on the internet <https://www.regulations.gov/document?D=FAA-2018-0204-0002>.

Issued in Kansas City, Missouri, on July 19, 2018.

Pat Mullen,  
Acting Deputy Director, Policy & Innovation Division (AIR-601),  
Aircraft Certification Service.



**2018-15-08 Pacific Aerospace Limited:** Amendment 39-19340; Docket No. FAA-2018-0286; Product Identifier 2018-CE-008-AD.

**(a) Effective Date**

This AD becomes effective August 31, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, all serial numbers up to and including 215, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 54: Nacelles/Pylons.

**(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 airplane sound insulation materials attached to the aft face of the firewall not complying with the applicable burn testing criteria for materials on the cabin side of the firewall. We are issuing this AD to prevent the spread of fire into the cabin in case of an engine fire.

**(f) Actions and Compliance**

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

(1) Within 90 days after August 31, 2018 (the effective date of this AD), inspect the aft face of the firewall and determine if the sound insulation material is installed per the Inspection Instructions in Pacific Aerospace Service Bulletin PACSB/XL/095, Issue 1, dated December 21, 2017.

(2) If a layer of black foam insulating material is found covering the firewall during the inspection required in paragraph (f)(1) of this AD, before further flight, remove the material per the Accomplishment Instructions in Pacific Aerospace Service Bulletin PACSB/XL/095, Issue 1, dated December 21, 2017.

**(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: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: [mike.kiesov@faa.gov](mailto:mike.kiesov@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) 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 Civil Aviation Authority of New Zealand (CAA).

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

Refer to MCAI CAA AD DCA/750XL/27A, dated March 1, 2018, for related information. You may examine the MCAI on the internet at: <https://www.regulations.gov/document?D=FAA-2018-0286-0002>.

#### **(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) Pacific Aerospace Service Bulletin PACSB/XL/095, Issue 1, dated December 21, 2017.

(ii) Reserved.

(3) For Pacific Aerospace Limited service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton, Private Bag 3027, Hamilton 3240, New Zealand; phone: +64 7843 6144; fax: +64 843 6134; email: [pacific@aerospace.co.nz](mailto:pacific@aerospace.co.nz); internet: [www.aerospace.co.nz](http://www.aerospace.co.nz).

(4) You may view this service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0286.

(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 20, 2018.

Pat Mullen,

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



**FAA**  
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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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**2018-16-08 Leonardo S.p.A. (Type Certificate Previously Held By Finmeccanica S.p.A., AgustaWestland S.p.A):** Amendment 39-19348; Docket No. FAA-2018-0720; Product Identifier 2017-SW-012-AD.

### **(a) Applicability**

This AD applies to Leonardo S.p.A. (Type Certificate previously held by Finmeccanica S.p.A., AgustaWestland S.p.A) Model A109E, A109S, and AW109SP helicopters with an oil cooler fan assembly (fan assembly) part number (P/N) 109-0455-01-103 installed, certificated in any category.

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

This AD defines the unsafe condition as failure of an oil cooler system pulley assembly (pulley assembly) bearing. This condition could lead to failure of a fan assembly, resulting in engine power loss, transmission failure, and loss of control of the helicopter.

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

This AD becomes effective August 20, 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), remove the fan belt from each pulley assembly and, using a borescope inspect the grease shield of each bearing P/N 109G6320L01-101 for a crack, leaking grease, and position of the grease shield.

(i) If there is a crack, any leaking grease, or if the grease shield is out of position, before further flight, replace each fan assembly P/N 109-0455-01-103 on both sides of the helicopter with a fan assembly P/N 109-0455-01-101.

(ii) If there are no cracks, no leaking grease, and the grease shield is correctly positioned, inspect each bearing P/N 109G6320L01-101 for axial and radial play and freedom of rotation.

(A) If there is any axial or radial play, rotation resistance, or binding, before further flight, replace each fan assembly P/N 109-0455-01-103 on both sides of the helicopter with a fan assembly P/N 109-0455-01-101.

(B) If there is no play, no rotation resistance, and no binding, within 20 hours TIS, replace each fan assembly P/N 109-0455-01-103 on both sides of the helicopter with a fan assembly P/N 109-0455-01-101.

(2) After the effective date of this AD, do not install a fan assembly P/N 109-0455-01-103 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: Eric Haight, 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) Leonardo Helicopters Emergency Alert Service Bulletin (EASB) No. 109EP-153, EASB No. 109S-075, and EASB No 109SP-112, all dated March 8, 2017, and which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Matteo Ragazzi, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-711756; fax +39-0331-229046; or at <http://www.leonardocompany.com/-/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) Emergency AD No. 2017-0046-E, dated March 10, 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-2018-0720.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6322 Rotorcraft Cooling Fan System.

Issued in Fort Worth, Texas, on July 26, 2018.

Scott A. Horn,  
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,  
Aircraft Certification Service.



**FAA**  
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# **EMERGENCY**

## **AIRWORTHINESS DIRECTIVE**

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**DATE: July 26, 2018**  
**AD #: 2018-16-51**

This superseding Emergency Airworthiness Directive (AD) 2018-16-51 is being sent to owners and operators of Bell Helicopter Textron Canada Limited (Bell) Model 429 helicopters.

### **Background**

On July 20, 2018 we issued Emergency AD 2018-15-51, which was prompted by two reports of tail rotor (T/R) gearbox assemblies being loosely attached to the gearbox support. Emergency AD 2018-15-51 required inspecting the T/R gearbox installation for looseness, visually inspecting the T/R gearbox retaining hardware and support attachment point areas, torque inspecting the gearbox retaining nuts, and replacing each nut with nut part number (P/N) NAS9926-5L. The actions in Emergency AD 2018-15-51 were intended to prevent detachment of the T/R gearbox, loss of T/R control, and loss of control of the helicopter.

Emergency AD 2018-15-51 was prompted by Canadian Emergency AD No. CF-2018-18, dated July 11, 2018, issued by Transport Canada, which is the aviation authority for Canada, to correct an unsafe condition for Bell Model 429 helicopters. Transport Canada advises of two reports of T/R gearbox assemblies loosely attached to the gearbox support. According to Transport Canada, this condition could lead to structural damage and possible loss of control of the helicopter.

### **Actions Since Emergency AD 2018-15-51 Was Issued**

Since we issued Emergency AD 2018-15-51, we discovered an error in the replacement nut P/N. The required replacement nut P/N is NAS9926-6L; not NAS9926-5L as incorrectly stated in Emergency AD 2018-15-51. We are issuing this superseding Emergency AD to retain the previously-required corrective actions but we are correcting the nut P/N to NAS9926-6L.

### **FAA's Determination**

This model helicopter has been approved by the aviation authority of Canada and is approved for operation in the United States. Pursuant to our bilateral agreement with Canada, Transport Canada, its technical representative, has notified us of the unsafe condition described in the Transport Canada AD. We are issuing this emergency AD because we evaluated all information provided by Transport Canada and determined the unsafe condition exists and is likely to exist or develop on other helicopters of the same type design.

### **Related Service Information**

We reviewed Bell Alert Service Bulletin 429-18-40, dated July 6, 2018, which specifies a one-time inspection of the T/R gearbox installation and a one-time visual and torque inspection of the six installation attachment points. This service information also specifies contacting Bell Product Support Engineering with the results of the T/R gearbox installation inspection, any findings of the visual inspection, and the results of the torque inspection.

## **Emergency AD Requirements**

This emergency AD requires inspecting the T/R gearbox installation for looseness, visually inspecting the T/R gearbox retaining hardware and each support attachment point area, and torque inspecting each gearbox retaining nut. Depending on the inspection results, this emergency AD requires replacing or repairing the affected parts in accordance with FAA-approved procedures.

## **Differences Between This Emergency AD and the Transport Canada AD**

The Transport Canada AD applies to helicopters with specific serial numbers, whereas this emergency AD applies to all Model 429 helicopters. The Transport Canada AD includes a calendar-based compliance time, whereas this emergency AD does not. The Transport Canada AD requires reporting certain information to Bell Product Support Engineering and this emergency AD does not. If there is looseness, this emergency AD requires performing the visual inspection and torque inspection before further flight, while the Transport Canada AD requires contacting Bell. Lastly, if the torque of a T/R gearbox retaining nut is below 160 in-lbs (19 Nm), this emergency AD requires removing the T/R gearbox and inspecting the mounting surfaces and retaining hardware, while the Transport Canada AD requires contacting Bell.

## **Interim Action**

We consider this emergency AD to be an interim action. If final action is later identified, we might consider further rulemaking then.

## **Authority for this Rulemaking**

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. "Subtitle VII, Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701, General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

## **Adoption of the Emergency Airworthiness Directive (AD)**

We are issuing this Emergency AD under 49 U.S.C. Sections 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2018-16-51 **Bell Helicopter Textron Canada Limited:** Product Identifier 2018-SW-058-AD.

### **(a) Applicability**

This AD applies to Model 429 helicopters, certificated in any category.

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

This AD defines the unsafe condition as a loose tail rotor (T/R) gearbox support attachment point. This condition could result in detachment of the T/R gearbox, loss of T/R control, and loss of control of the helicopter.

**(c) Effective Date**

This AD is effective upon receipt.

**(d) Affected ADs**

This AD replaces Emergency AD 2018-15-51.

**(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, inspect for looseness of the T/R gearbox installation to the T/R gearbox structural support by moving the T/R gearbox output shaft in an upward and downward direction. If the T/R gearbox installation is loose, before further flight, complete the actions required by paragraphs (f)(2)(i) and (ii) of this AD.

(2) Within 5 hours time-in-service, unless already completed as required by paragraph (f)(1) of this AD:

(i) Visually inspect the T/R gearbox retaining hardware and each support attachment point area for evidence of fretting, a crack, and incorrect installation. If there is any evidence of fretting, a crack, or incorrect installation, before further flight, repair in accordance with FAA-approved procedures.

(ii) Inspect each T/R gearbox retaining nut by applying 160 in-lbs (19 Nm) of torque. If the torque of a T/R gearbox retaining nut is below 160 in-lbs (19 Nm), before further flight:

(A) Remove the T/R gearbox and inspect each stud for proper staking, each stud thread for uniformity, each mounting surface for evidence of fretting and cracking, and each mounting hole for elongation. If a stud is not properly staked, a stud thread is not uniform, a mounting surface has evidence of fretting or cracking, or a mount hole is elongated, before further flight, replace the affected parts or repair in accordance with FAA-approved procedures.

(B) Replace each nut with nut part number NAS9926-6L and apply a torque of 160 in-lbs.

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

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this Emergency 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.

**(h) Additional Information**

(1) For further information contact: 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 [matthew.fuller@faa.gov](mailto:matthew.fuller@faa.gov).

(2) For a copy of the service information referenced in this emergency 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/>.

(3) The subject of this emergency AD is addressed in Transport Canada AD No.CF-2018-18, dated July 11, 2018.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

Issued in Fort Worth, Texas, on July 26, 2018.

Scott A. Horn,  
Deputy Director for Regulatory Operations,  
Compliance & Airworthiness Division,  
Aircraft Certification Service.

