

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2018-23

10/29/2018 - 11/11/2018



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

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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

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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

Biweekly 2018-17

2018-12-01	R 2012-03-11	Safran Helicopter Engines	Arriel 2B and 2B1 turboshaft engines
2018-15-06		Honda Aircraft Company LLC	HA-420 airplanes
2018-16-01		B/E Aerospace Fischer GmbH	Attendant seats NG and pilot seats 120/335
2018-16-11		Various	234 and Model CH-47D Helicopters

Biweekly 2018-18

2018-16-10		GE Aviation Czech s.r.o.	H80-200 turboprop engines
2018-16-14		Bell Helicopter Textron Inc.	212, 412, and 412EP helicopters
2018-17-01	R 2017-15-02	Bell Helicopter Textron, Inc.	212, 412, 412CF, and 412EP helicopters
2018-17-08	R 2016-03-03	Rolls-Royce plc	Viper Mk. 521, Viper Mk. 522, and Viper Mk. 601-22 turbojet engines

Biweekly 2018-19

2018-17-11		Linstrandt Propane Cylinders	T30 part number (P/N) CY050001 propane cylinders; installed on hot air balloons
2018-18-11		Airbus Helicopters	AS-365N2 and AS 365 N3 helicopters
2018-18-12		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, and AS350BA helicopters

Biweekly 2018-20

2018-17-15	R 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, -12B, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43-A, -43-B, -47-A, -55-B, and -61-A turboprop engine models
2018-19-01		Airbus Helicopters	AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N1, and SA-366G1 helicopters
2018-19-08		Leonardo S.p.A.	AW189 helicopters
2018-19-09	R 2017-14-03	Sikorsky Aircraft Corporation	S-92A helicopters
2018-19-10		Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters
2018-19-11		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes

Biweekly 2018-21

2018-20-03		Hoffmann GmbH & Co. KG	HO-V 62 propellers
2018-20-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and Model MBB-BK 117 D-2 helicopters

Biweekly 2018-22

2018-16-51		Bell Helicopter Textron Canada Limited	429 helicopters
2018-18-02		Austro Engine GmbH Engines	E4 engines
2018-21-02		Viking Air Limited	DHC-3 airplanes

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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2018-21-04		Glasflugel	Club Libelle 205, H 301 “Libelle,” H 301B “Libelle,” Kestrel, Mosquito, Standard “Libelle,” and Standard Libelle-201B gliders
2018-21-13	R 2018-11-05	Honda Aircraft Company LLC	HA-420 airplanes
2018-21-15	R 2017-13-03	Bell Helicopter Textron Canada Limited	429 helicopters
Biweekly 2018-23			
2018-21-06	R 98-16-03	SOCATA	TB 9, TB 10, TB 200 airplanes
2018-22-01	R 88-12-10	Honeywell International Inc.	TPE331-8, -10, -10N, -10R, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U turboprop engines
2018-23-52		Leonardo S.p.A.	AW169 and AW189 helicopters



2018-21-06 SOCATA: Amendment 39-19464; Docket No. FAA-2018-0326; Product Identifier 2018-CE-006-AD.

(a) Effective Date

This AD becomes effective December 10, 2018.

(b) Affected ADs

This AD replaces AD 98-16-03, Amendment 39-10677 (63 FR 40359, July 29, 1998) (“AD 98-16-03”).

(c) Applicability

This AD applies to SOCATA airplanes listed in the following groups, certificated in any category:

(1) Group 1 airplanes: Model TB 9, all manufacturer serial numbers (MSN); and Model TB 10, MSN 001 through 803, 805, 806, 809 through 815, and 820 through 822; and

(2) Group 2 airplanes: Model TB 10, MSN 804, 807, 808, 816 through 819, and 823 through 2229; and Model TB 200, all MSNs.

(d) Subject

Air Transport Association of America (ATA) Code 57: Wings.

(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 fatigue cracking of the wing front attachments on the wing and fuselage sides. We are issuing this AD to prevent fatigue cracking of the wing front attachments, which could lead to structural failure of the airplane and loss of control.

(f) Compliance

Unless already done, do the following actions listed in paragraphs (g) through (j) of this AD. The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If the number of landings is unknown, multiply the number of hours TIS by 1.5. For the purposes of this AD, the “XX” in the kit numbers can be any numerical value.

(g) Actions for Airplanes NOT EQUIPPED With Modification Kit OPT109110XX

(1) Within the compliance time specified in table 1 to paragraph (g)(1) of this AD, do an initial inspection of the wing front attachments on the wing side. Inspect repetitively thereafter at intervals

not to exceed 3,000 landings. Follow paragraphs B(1) through B(4) under the Description of Accomplishment Instructions in SOCATA Daher Service Bulletin SB 10-081, Revision 3, December 2017 (SB 10-081, Revision 3).

Table 1 to paragraph (g)(1) of this AD—Front Wing Attachment, Wing Side, Initial Inspection

Compliance Time for Initial Inspection of the Front Wing Attachment, Wing Side (whichever occurs later, A or B)	
A	Before or upon accumulating 3,000 landings on the airplane; or
B	Group 1 airplanes: Within the next 100 landings after September 21, 1998 (the effective date retained from AD 98-16-03). See paragraph (k) of this AD.
	Group 2 airplanes: Within 13 months after the effective date of this AD.

(2) If a crack was found during any inspection required in paragraph (g)(1) of this AD, before further flight, install the modification reinforcement kit OPT10911002 for the front attachment on the wing side. Follow paragraph B(5) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

(3) Within the compliance time specified in table 2 to paragraph (g)(3) of this AD, unless already done as corrective action as specified in paragraph (g)(2) of this AD, install the modification reinforcement kit OPT10911002 for the front attachment on the wing side. Follow paragraph B(5) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

Table 2 to paragraph (g)(3) of this AD—Front Wing Attachment, Wing Side, Installation of the Reinforcement Modification Kit

Compliance Time for Installation of the Reinforcement Modification Kit (whichever occurs later, A or B)	
A	Before or upon accumulating 12,000 landings on the airplane; or
B	Within the next 75 landings after the effective date of this AD.

(h) Actions for Airplanes EQUIPPED With Modification Kit OPT109110XX

(1) Within the compliance time specified in table 3 to paragraph (h)(1) of this AD, do an initial inspection of the reinforced front attachment on the wing side. Inspect repetitively thereafter at intervals not to exceed 3,000 landings. Follow paragraphs B(1) through B(4) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

Table 3 to paragraph (h)(1) of this AD—Front Wing Attachment, Wing Side, Reinforcement Kit Initial Inspection

Compliance Time for Initial Inspection of the Reinforcement Kit (whichever occurs later, A or B)	
A	Before or upon accumulating 6,000 landings on the airplane after installation of the reinforcement modification kit OPT109110XX; or
B	Within the next 75 landings after the effective date of this AD.

(2) Replacing kit OPT109110XX with kit OPT10911002 on an airplane, at intervals not to exceed 6,000 landings, is acceptable to comply with the inspection requirements of paragraph (h)(1) of this AD for that airplane. Follow paragraph B(5) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

(3) If a crack was found during any inspection required in paragraph (h)(1) of this AD, before further flight, do the applicable corrective actions. Follow paragraph B(5) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

(i) Actions for Group 1 Airplanes

(1) Within the compliance time specified in table 4 to paragraph (i)(1) of this AD, do an initial inspection of the wing front attachments on the fuselage side. Inspect repetitively thereafter at intervals not to exceed 3,000 landings. Follow paragraphs B(1) through B(4) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

Table 4 to paragraph (i)(1) of this AD—Front Wing Attachment, Fuselage Side, Initial Inspection

Compliance Time for Initial Inspection of the Front Wing Attachment, Fuselage Side (whichever occurs later, A or B)	
A	Before or upon accumulating 3,000 landings on the airplane; or
B	Within the next 100 landings after September 21, 1998 (the effective date of this AD retained from AD 98-16-03). See paragraph (k) of this AD.

(2) If a crack was found during any inspection required in paragraph (i)(1) of this AD, before further flight, do the applicable corrective actions. Follow paragraph B(5) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

(3) Unless already done as corrective action required in paragraph (i)(2) of this AD, within the compliance time specified in table 5 to paragraph (i)(3) of this AD, reinforce the front attachment on fuselage side. Follow paragraph B(5)(b) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

Table 5 to paragraph (i)(3) of this AD—Front Wing Attachment, Fuselage Side, Reinforcement Modification

Airplane Models	MSN and Configuration	Compliance Time
TB 9 TB 10	MSN 001 to 399 and 413 airplanes that do not have SOCATA Technical Instruction OPT10-9081-53 (Kit OPT908100) installed	Before or upon accumulating 6,000 landings on the airplane.
	MSN 001 to 399 and 413 airplanes that do have SOCATA Technical Instruction OPT 10-9081-53 (Kit OPT908100) installed	Before or upon accumulating 12,000 landings on the airplane.
TB 9	MSN 400 to 412 and 414 to 2229	
TB 10	MSN 400 to 412, 414 to 803, 805, 806, 809 to 815, and 820 to 822	

(4) Before or upon accumulating 12,000 landings after the reinforcement modification required in paragraph (i)(2) or (3) of this AD, replace the reinforced front attachment on the fuselage side. Follow paragraph B(5)(c) under the Description of Accomplishment Instructions in SB 10-081, Revision 3.

(j) Replacement of the Reinforced Front Attachment

Replacement of the reinforced front attachment on the wing side and/or replacement of the reinforced front attachment on the fuselage side does not terminate the inspections required in paragraphs (h)(1) and (i)(1) of this AD. After replacement, the initial and repetitive inspection cycle starts over.

(k) Credit for Previous Actions

This AD allows credit for the initial inspections required in paragraphs (g)(1), (h)(1), and (i)(1) of this AD if done before the effective date of this AD by following Socata Service Bulletin No. SB 10-081-57, Revision 1, dated August 1996 or Revision 2, dated January 2017. This AD also allows credit for any replacement that may have been required based on the initial inspection required in paragraphs (g)(1), (h)(1), and (i)(1) of this AD if done before the effective date of this AD by following Socata Service Bulletin No. SB 10-081-57, Revision 1, dated August 1996 or Revision 2, dated January 2017. After the effective date of this AD, you must do any inspections or replacements by following SB 10-081, Revision 3.

(l) 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: Quentin Coon, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4168; fax: (816) 329-4090; email:

quentin.coon@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must instead be accomplished using a method approved by the Manager, Small Airplane Standards Branch, FAA; or the European Aviation Safety Agency (EASA).

(m) Related Information

Refer to MCAI EASA No. 2018-0030, dated January 31, 2018; and Socata Service Bulletin No. SB 10-081-57, Revision 1, dated August 1996, or Revision 2, dated January 2017, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2018-0326-0003>.

(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) SOCATA Daher Service Bulletin SB 10-081, Revision 3, December 2017.

(ii) [Reserved]

(3) For 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>.

(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-2018-0326.

(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 October 26, 2018.

Melvin J. Johnson,

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

[FR Doc. 2018-24007 Filed 11-2-18; 8:45 am]



2018-22-01 Honeywell International Inc. (Type Certificate previously held by AlliedSignal Inc., Garrett Engine Division; Garrett Turbine Engine Company; and AiResearch Manufacturing Company of Arizona): Amendment 39-19474; Docket No. FAA-2018-0216; Product Identifier 1988-ANE-18-AD.

(a) Effective Date

This AD is effective December 10, 2018.

(b) Affected ADs

This AD replaces AD 88-12-10, Amendment 39-5910 (53 FR 19766, May 31, 1988).

(c) Applicability

This AD applies to Honeywell International Inc. (Honeywell) TPE331-8, -10, -10N, -10R, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U turboprop engines with second stage turbine rotor assemblies, part number (P/Ns) 3102106-1, -6, and -8 or P/N 3101514-1, -10 and -12, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by a report that a TPE331-11U engine installed on an M7 Aerospace LP SA227 airplane experienced an uncontained rotor separation and the discovery of cracks in the bore of the second stage turbine rotor assembly after publication of AD 88-12-10. We are issuing this AD to prevent failure of the second stage turbine rotor. The unsafe condition, if not addressed, could result in uncontained release of the second stage turbine rotor, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Remove from service the applicable second stage turbine rotor assembly, P/Ns 3102106-1, -6 and -8, according to the schedule in Table 1 to Paragraph (g)(1) of this AD:

Table 1 to Paragraph (g)(1) of This AD–Removal of Second Stage Rotor, P/Ns 3102106-1, -6 and -8

Second stage turbine rotor cycles since new (CSN) on the effective date of the AD	Removal schedule
0 to 2,600	Prior to 3,000 CSN.
2,601 to 3,300	Within 400 cycles-in-service (CIS) after the effective date of this AD or 3,600 CSN, or at next access, whichever occurs first.
3,301 to 4,000	Within 200 cycles-in-service after the effective date of this AD or 4,100 CSN, or at next access, whichever occurs first.
4,001 to 4,800	Within 100 cycles-in-service after the effective date of this AD or 4,800 CSN, or at next access, whichever occurs first.

(2) Remove from service the applicable second stage turbine rotor assembly, P/Ns 3101514-1, -10 and -12, per the schedule in Table 2 to Paragraph (g)(2) of this AD:

Table 2 to Paragraph (g)(2) of This AD–Removal of Second Stage Rotors, P/Ns 3101514-1, -10 and -12

Second stage turbine rotor CSN on the effective date of the AD	Removal schedule
0 to 2,600	Prior to 3,000 CSN.
2,601 to 3,200	Within 400 CIS after the effective date of this AD or 3,600 CSN, or at next access, whichever occurs first.
3,201 to 3,800	Within 200 CIS after the effective date of this AD or 4,100 CSN, or at next access, whichever occurs first.
3,801 to 4,400	Within 100 CIS after the effective date of this AD or 4,400 CSN, or at next access, whichever occurs first.

(h) Definition

For the purpose of this AD, “next access” is defined as when the applicable second stage turbine rotor assembly is removed from the engine.

(i) Installation Prohibition

As of the effective date of this AD, do not install second stage turbine rotor assemblies, P/Ns 3102106-1, -6, and -8 and P/Ns 3101514-1, -10, and -12 on any engine.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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 certification office, send it to the attention of the person identified in paragraph (k) of this AD. You may email your request to: 9-ANM-LAACO-AMOC-REQUESTS@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

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

None.

Issued in Burlington, Massachusetts, on October 23, 2018.

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



FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: November 8, 2018

AD #: 2018-23-52

This Emergency Airworthiness Directive (AD) 2018-23-52 is being sent to owners and operators of Leonardo S.p.A. Model AW169 and AW189 helicopters.

Background

This emergency AD was prompted by an accident of a Model AW169 helicopter. This emergency AD requires inspecting the tail rotor (T/R) servo-actuator feedback lever link, applying a paint stripe or torque seal on a nut, and reporting information. The actions in this emergency AD are intended to prevent failure of a T/R servo-actuator feedback lever link, which could result in loss of T/R control and subsequent loss of control of the helicopter.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2018-0241-E, dated November 7, 2018, to correct an unsafe condition for Leonardo S.p.A. Model AW169 and AW189 helicopters. EASA advises of an accident of a Model AW169 helicopter that appears to have lost yaw control during its take-off low forward speed phase of flight. The root cause of the accident has not been identified and the investigation is on-going. As a precaution, the EASA AD requires inspecting the T/R servo-actuator for correct installation on Model AW169 and Model AW189 helicopters. EASA has included Model AW189 helicopters due to design similarity. If there is any damage or other finding from this inspection, the EASA AD requires contacting Leonardo Helicopters. The EASA AD also requires applying a paint mark on the nut and reporting the inspection results to Leonardo Helicopters. EASA states that the incorrect installation of the T/R servo-actuator could result in loss of control of the helicopter, depending on the flight condition.

FAA's Determination

These helicopters have been approved by the aviation authority of Italy and are approved for operation in the United States. Pursuant to our bilateral agreement with Italy, EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this emergency AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of the same type design. Due to the need to correct an urgent safety of flight situation, good cause exists to make this AD effective in less than 30 days.

Related Service Information

We reviewed Leonardo Helicopters Emergency Alert Service Bulletin (EASB) No. 169-120, dated November 5, 2018, for Model AW169 helicopters and Leonardo Helicopters EASB No. 189-213, dated November 6, 2018, for Model AW189 helicopters. This service information specifies a one-time visual inspection of the T/R servo-actuator feedback lever and connecting parts for condition and proper installation, and applying a paint mark on the nut from the rod end to the hinge bracket. This service information specifies contacting Leonardo Helicopters for instructions if there is

any damage or findings. Lastly, regardless of the inspection outcome, this service information specifies submitting digital photos of the inspected area along with a compliance form with information about the inspection to Leonardo Helicopters.

Emergency AD Requirements

This emergency AD requires inspecting the nut, cotter pin, lock-wire, hinge bracket connected to the T/R servo-actuator feedback lever link, and each connection of the T/R servo-actuator feedback lever link. This emergency AD also requires applying a paint stripe or torque seal on the nut and reporting certain information to Leonardo Helicopters.

Differences Between This Emergency AD and the EASA AD

The EASA AD specifies visually inspecting the nut, cotter pin, lock wire, and hinge bracket for condition and absence of damage, while this emergency AD requires inspecting those parts for correct installation and loose, broken, and missing parts. The EASA AD specifies visually inspecting the connection elements of the T/R servo-actuator feedback lever link, while this emergency AD requires inspecting all three connections of the T/R servo-actuator feedback lever link for correct installation and loose, broken, and missing parts. The inspections specified by this emergency AD are not limited to visual inspections. The EASA AD requires contacting Leonardo Helicopters for approved instructions if there is any damage or other finding, while this emergency AD requires performing any necessary repairs in accordance with FAA-approved procedures.

Interim Action

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

Costs of Compliance

We estimate that this emergency AD affects 7 helicopters of U.S. registry. We estimate that operators may incur the following costs in order to comply with this AD. Labor rates are estimated at \$85 per work-hour.

Inspecting the T/R servo-actuator feedback lever link and applying a paint stripe or torque seal takes about 2 work-hours, and reporting information to Leonardo Helicopters takes about 1 work-hour. Based on these estimates, the total cost of this emergency AD is \$255 per helicopter and \$1,785 for the U.S. fleet.

Paperwork Reduction Act

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 currently 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 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

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.

2018-23-52 **Leonardo S.p.A.:** Product Identifier 2018-SW-093-AD.

(a) Applicability

This emergency AD applies to Model AW169 and AW189 helicopters, certificated in any category.

(b) Unsafe Condition

This emergency AD defines the unsafe condition as failure of the tail rotor (T/R) servo-actuator feedback lever. This condition could result in loss of T/R control and subsequent loss of control of the helicopter.

(c) Effective Date

This emergency AD is effective upon receipt.

(d) Compliance

You are responsible for performing each action required by this emergency 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 or 24 clock-hours, whichever occurs first:

(i) Inspect the nut, cotter pin, lock-wire, and hinge bracket connected to the T/R servo-actuator feedback lever link for correct installation and loose, broken, and missing parts. If a nut, cotter pin, lock-wire, or hinge bracket is not correctly installed or is loose, broken, or missing, before further flight, repair in accordance with FAA-approved procedures.

(ii) Inspect each connection of the T/R servo-actuator feedback lever link for correct installation and loose, broken, and missing parts. If a connection is not correctly installed or if a part is loose, broken, or missing, before further flight, repair in accordance with FAA-approved procedures.

(iii) Apply a paint stripe or torque seal on the nut starting at the rod end to the hinge bracket.

(2) Within 7 days after completing the inspection in paragraph (e)(1) of this AD, report the following information to Leonardo Helicopters by email to pse_aw189.mbx.aw@leonardocompany.com.

(i) Date of Inspection.

(ii) Helicopter Model.

(iii) Helicopter Serial Number.

(iv) Total Helicopter Hours Time-In-Service.

(v) Hours Time-In-Service Since Last Overhaul.

(vi) Helicopter Primary Operating Location.

(vii) Description of Inspection Results (include digital photos if possible).

(f) Special Flight Permit

A special flight permit is prohibited.

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

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

(h) Additional Information

(1) For further information contact: David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email david.hatfield@faa.gov.

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

(3) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2018-0241-E, dated November 7, 2018.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6400, Tail Rotor System.

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

Scott A. Horn,

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