

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2018-08

4/2/2018 - 4/15/2018



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2018-01

No ADs were published in this biweekly period.

Biweekly 2018-02

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

Biweekly 2018-03

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

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

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

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



2018-07-03 Piper Aircraft, Inc: Amendment 39-19234; Docket No. FAA-2018-0245; Product Identifier 2018-CE-012-AD.

(a) Effective Date

This AD is effective April 20, 2018.

(b) Affected ADs

This AD replaces 2018-02-05, Amendment 39-19158 (83 FR 3064, January 23, 2018) (“AD 2018-02-05”).

(c) Applicability

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

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

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

PA-28R-201	28R-7737002 through 28R-7837317, 2837001 through 2837061, and 2844001 through 2844171.
PA-28R-201T	28R-7703001 through 28R-7803374 and 2803001 through 2803015.
PA-28RT-201	28R-7918001 through 28R-8218026.
PA-28RT-201T	28R-7931001 through 28R-8631005, and 2831001 through 2831038.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by our determination to change the inspection of the fuel tank selector cover to a preflight check and allows for various fuel selector clocking configurations. We are issuing this AD to allow the pilot to do a preflight check of the fuel selector placards.

(f) Compliance

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

(g) Preflight Check of the Fuel Selector Cover

Before further flight after April 20, 2018 (the effective date of this AD), check the left and right fuel selector cover placards for proper installation using the Appendix to this AD. If the fuel selector placards are properly installed, no further action is required. The preflight check of the fuel selector cover may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Install Temporary Fuel Selector Placards

If improper (reversed clock positions) installation of the left and right fuel selector placards is found during the preflight check of the fuel selector cover required in paragraph (g) of this AD, before further flight, fabricate and install temporary left and right fuel selector placards using Part II of Piper SB No. 1309A, dated March 6, 2018. In lieu of installing the temporary placards required by this paragraph, you may install the permanent placards specified in paragraph (i) of this AD. An FAA-approved licensed mechanic authorized to do maintenance is required to do any fabrication and installation of the fuel selector placards required in this AD.

(i) Install Permanent Fuel Selector Placards

Within the next 100 hours time-in-service (TIS) after April 20, 2018 (the effective date of this AD), replace the temporary placard installed in paragraph (h) of this AD with permanent left and right fuel selector placards using Part III of Piper SB No. 1309A, dated March 6, 2018, unless already done in lieu of installing the temporary placards specified in paragraph (h) of this AD.

(j) Credit for Previous Actions

This AD allows credit for doing the actions required in paragraphs (g) through (i) of this AD using Piper Aircraft, Inc. Service Bulletin No. 1309, dated October 10, 2017, if done before the effective date of this AD in compliance with AD 2018-02-05.

(k) Special Flight Permit

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

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (m) 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 AD 2018-02-05 are not approved as AMOCs for the corresponding provisions of this AD.

(m) Related Information

For more information about this AD, contact Boyce Jones, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5535; fax: (404) 474-5606; email: boyce.jones@faa.gov.

(n) Material Incorporated by Reference

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

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

(i) Piper Aircraft, Inc. Service Bulletin No. 1309A, dated March 6, 2018.

(ii) Reserved.

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

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

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

Appendix to AD 2018-07-03

Special Preflight Check

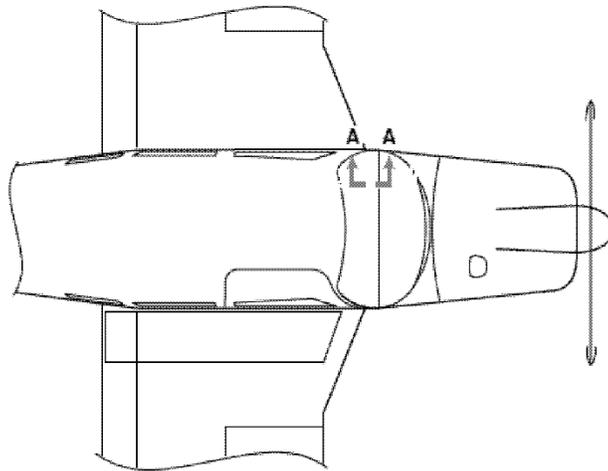
Note: This action may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with AD 2018-07-03 in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439. This action may also be performed by an FAA-approved licensed mechanic.

(1) Compare the currently installed fuel selector cover against the covers shown in Figure 2, View A-A:

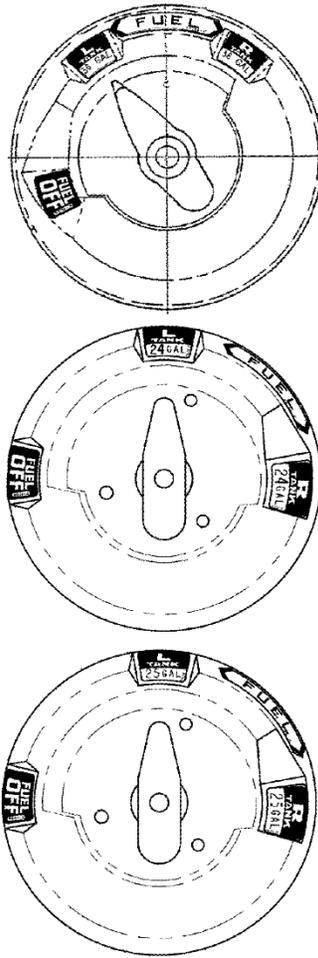
(a) If the currently installed fuel selector cover matches the cover shown in Figure 2, View A-A, then proceed to Step 2.

(b) If the currently installed fuel selector cover does not match the cover shown Figure 2, View A-A (Note: The fuel selector cover that does not match View A-A is a flat round plate without any features that limit the rotational travel of the fuel selector lever), then the remaining instructions in AD 2018-07-03 do not apply and no further action is required. Compliance with this part of AD 2018-07-03 must be documented by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

Note: Documentation in the aircraft logbook should include: (1) Current Date (2) Tach Time (3) Statement that the comparison has been accomplished, including the AD number and Revision date (4) Sign and Print Name (5) Certificate Type & Number.



**Figure 1 to the Appendix of AD 2018-07-03, Plane View
Fuel Selector Cover Configurations – Location and Identification**



Note: The pictures are exemplar only to indicate the position of the FUEL OFF, L TANK and R TANK orientation of the placards. The most important aspect of this comparison is the orientation of the FUEL OFF, L TANK, and R TANK placards.

Note: The fuel tank capacity stated on the L TANK and R TANK placards will vary by aircraft model, but the location of these placards with respect to the fuel selector cover must all conform to View A-A

**Figure 2 to the Appendix of AD 2018-07-03, View A-A
Fuel Selector Cover Configurations – Location and Identification**

(2) Compare the currently installed fuel selector cover to the illustration in Figure 2, View A-A. Examine all placards for proper placement, with specific emphasis on the location of the placards labeled L TANK and R TANK.

Note: The fuel selector cover placard positions will vary. See Figure 2, View A-A.

(a) If the placards are in the proper locations, then no further action is required. Compliance with this part AD 2018-07-03 must be documented by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

Note: Documentation in the aircraft logbook should include: (1) Current Date (2) Tach Time (3) Statement that the comparison has been accomplished, including the AD number and Revision date (4) Sign and Print Name (5) Certificate Type & Number.

(b) If replacement is required, proceed to either paragraph (h) and (i) of AD 2018-07-03.

Issued in Kansas City, Missouri, on March 23, 2018.
Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.



2018-07-08 Agusta S.p.A.: Amendment 39-19239; Docket No. FAA-2018-0170; Product Identifier 2017-SW-091-AD.

(a) Applicability

This AD applies to Model A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters, certificated in any category, with a tail rotor blade retention bolt (bolt) part number (P/N) 709-0160-57-101 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a bolt. This condition could result in failure of the tail rotor and loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 26, 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) Before further flight:

(i) For Model A109E and A109K2 helicopters, remove from service any bolt P/N 709-0160-57-101 that has 800 or more hours time-in-service (TIS). If the hours TIS is unknown, remove the bolt from service. Thereafter, remove from service any bolt P/N 709-0160-57-101 before accumulating 800 hours TIS.

(ii) For Model A109S, AW109SP, A119, and AW119 MKII helicopters, remove from service any bolt P/N 709-0160-57-101 that has 3,200 or more landings. If the number of landings is unknown, remove the bolt from service. Thereafter, remove from service any bolt P/N 709-0160-57-101 before accumulating 3,200 landings. For purposes of this AD, a landing is counted anytime a helicopter lifts off into the air and then lands again regardless of the duration of the landing and regardless of whether the engine is shutdown.

(iii) Remove from service any bolt P/N 709-0160-57-101 that has been interchanged between different model helicopters listed in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD that has 800 or more hours TIS or 3,200 or more landings. If the hours TIS or number of landings is unknown, remove the bolt from service. Thereafter, remove from service any bolt P/N 709-0160-57-101 that has been interchanged between different model helicopters listed in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD before accumulating 800 hours TIS or 3,200 landings, whichever occurs first.

(2) Within 25 hours TIS, remove each bolt P/N 709-0160-57-101. Prior to cleaning, using a 10X or higher power magnifying glass, visually inspect the bolt for a crack in the area depicted in Figure 1

of Leonardo Helicopters Mandatory Bollettino Tecnico Nos. 109EP-149, 109K-72, 109S-072, 109SP-105, or 119-080, all dated August 19, 2016 (BT Nos. 109EP-149, 109K-72, 109S-072, 109SP-105, or 119-080), as applicable to your model helicopter.

(i) If there is a crack, replace the bolt before further flight.

(ii) If there are no cracks, clean and degrease the inspection area of the bolt with solvent, and using a 10X or higher power magnifying glass, visually inspect the bolt for a crack in the area depicted in Figure 1 of BT Nos. 109EP-149, 109K-72, 109S-072, 109SP-105, or 119-080, as applicable to your model helicopter. If there is a crack, replace the bolt before further flight.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2016-0173-E, dated August 24, 2016. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0170.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6500, Tail Rotor Drive System.

(i) Material Incorporated by Reference

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

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

(i) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109EP-149, dated August 19, 2016.

(ii) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109K-72, dated August 19, 2016.

(iii) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109S-072, dated August 19, 2016.

(iv) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109SP-105, dated August 19, 2016.

(v) Leonardo Helicopters Mandatory Bollettino Tecnico No. 119-080, dated August 19, 2016.

(3) For Leonardo Helicopters service information identified in this AD, contact Leonardo S.p.A. Helicopters, Matteo Ragazzi, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-711756; fax +39-0331-229046; or at <http://www.leonardocompany.com/-/bulletins>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on April 3, 2018.
Scott A. Horn,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,
Aircraft Certification Service.



2018-07-13 Textron Aviation Inc.: Amendment 39-19244; Docket No. FAA-2017-1120; Product Identifier 2017-CE-030-AD.

(a) Effective Date

This AD is effective May 15, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Textron Aviation Inc. (Textron) (type certificates previously held by Cessna Aircraft Company) Models 510, 680, and 680A airplanes, certificated in any category, with serial numbers listed in paragraphs (c)(1)(i) through (iii) of this AD and equipped with a brake assembly specified in paragraphs (c)(1)(i) through (iii) of this AD:

(i) For Model 510 airplanes, serial numbers (S/N) -0001 through -0479: Brake assembly part number (P/N) 2-1706-1 that has a serial number listed in table 1 of UTC Aerospace Systems (UTC) Service Bulletin 2-1706-1-32-1, Revision 1, July 18, 2017;

(ii) Model 680 airplanes, S/Ns -0001 through -0349 and -0501 through -0570: Brake assembly P/N 2-1675-1 that has a serial number listed in table 1 of UTC Service Bulletin 2-1675-32-2, Revision 1, July 18, 2017; and

(iii) Model 680A airplanes, -0003 thru -0069 and -0071 thru -0089: Brake assembly P/N 2-1675-1 that has a serial number listed in table 1 of UTC Service Bulletin 2-1675-32-2, Revision 1, July 18, 2017.

(2) The UTC service bulletins are included as attachments to Textron Service Letters SL510-32-08, SL680-32-15, and SL680A-32-05, all dated July 21, 2017. However, you may also obtain the UTC service bulletins directly from UTC using the contact information found in paragraph (k)(2) of this AD.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by information received from UTC that brake pad wear indicator pins were set incorrectly. We are issuing this AD to detect and address wear indicator pins that were set at an incorrect length. The unsafe condition, if not addressed, could result in brake pad wear beyond the acceptable limits without indication and consequent loss of braking ability, which could lead to a runway excursion.

(f) Compliance

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

(g) Inspection

(1) For Model 510 airplanes: Within 75 landings after May 15, 2018 (the effective date of this AD) or within 90 days after May 15, 2018 (the effective date of this AD), whichever occurs first, inspect the brake pad wear indicator pins, P/N 2-1706-1, for correct length following the Accomplishment Instructions in UTC Service Bulletin 2-1706-1-32-1, Revision 1, July 18, 2017.

(2) For Models 680 and 680A airplanes: Within 200 landings after May 15, 2018 (the effective date of this AD) or within 90 days after May 15, 2018 (the effective date of this AD), whichever occurs first, inspect the brake pad wear indicator pins, P/N 2-1675-1, for correct length following the Accomplishment Instructions in UTC Service Bulletin 2-1675-32-2, Revision 1, July 18, 2017.

(3) The compliance times in this AD are presented in landings. If you do not keep a record of the total number of landings, then multiply the total number of hours time-in-service (TIS) after the effective date by 0.85 for Model 510 airplanes and multiply the total number of hours TIS after the effective date by 0.73 for Models 680 and 680A airplanes to estimate the number of landings.

(4) UTC Service Bulletin 2-1706-1-32-1, Revision 1, July 18, 2017, and UTC Service Bulletin 2-1675-32-2, Revision 1, July 18, 2017, both contain a requirement to complete an attached form and return the form to UTC Aerospace Systems. This AD does not require completing the attached form and returning it to UTC Aerospace Systems.

(h) Replacement

If any brake pad wear indicator pin is found to have an incorrect length during the inspection required in paragraph (g) of this AD, before further flight, contact Textron Aviation, Inc. for replacement instructions that the FAA accepted for compliance with this AD. You may use the contact information listed in paragraph (l)(3) of this AD, as applicable.

(i) Special Flight Permit

We allow a special flight permit per 14 CFR 39.23 for the replacement of the brake assembly required in paragraph (h) of this AD provided the wear indicator pin length extends a minimum of 0.200 inches beyond the brake assembly housing with the brakes engaged.

(j) Alternative Methods of Compliance (AMOCs)

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

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(k) Related Information

(1) For more information about this AD, contact one of the following:

(i) For the Model 510: David Enns, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: 316-946-4147; fax: 913-946-4107; email: david.enns@faa.gov; or

(ii) For the Models 680 and 680A: Adam Hein, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: 316-946-4116; fax: 316-946-4107; email: adam.hein@faa.gov.

(2) You may review Textron Aviation Inc. Service Letters SL510-32-08, SL680-32-15, and SL680A-32-05, all dated July 21, 2017, for additional service information related to this AD.

(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) UTC Aerospace Systems Service Bulletin 2-1675-32-2, Revision 1, July 18, 2017.

(ii) UTC Aerospace Systems Service Bulletin 2-1706-1-32-1, Revision 1, July 18, 2017.

(3) For service information identified in this AD, contact Textron Aviation Inc., One Cessna Boulevard, P.O. Box 7704, Wichita, Kansas 67277; phone: 316-517-6215; email: citationpubs@txtav.com; internet: <https://support.cessna.com/custsupt/csupport/newlogin.jsp>; or UTC Aerospace Systems, Goodrich Corporation, 101 Waco Street, P.O. Box 340, Troy, Ohio 45373; phone: 937-339-3811; email: awb.techpubs@utas.utc.com; internet: <https://www.customers.utcaerospacesystems.com/>.

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

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

Issued in Kansas City, Missouri, on March 30, 2018.

Pat Mullen,
Acting Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.



FAA
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www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2018-07-14 Pacific Aerospace Limited: Amendment 39-19245; Docket No. FAA-2018-0285; Directorate Identifier 2018-CE-010-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 30, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Pacific Aerospace Limited Model 750XL airplanes, certificated in any category:

- (1) All serial numbers equipped with modification PAC/XL/0582; and
- (2) serial numbers 193 through 197, 199, 200, and 203.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as insufficient engagement of the couplings with the flex drive of the rudder trim drive system. We are issuing this AD to prevent disengagement of the rudder and/or elevator trim drive, which could result in increased workload on the pilot and possible loss of control.

(f) Actions and Compliance

Unless already done, within 60 days after April 30, 2018 (the effective date of this AD), remove the rudder and elevator drive shaft couplings, part number (P/N) 11-49023-1, and replace with P/N 11-49023-3 at fuselage stations 115.34 and 180.85, ensuring proper engagement of the drive ends. Follow the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/085, Issue 1, dated January 8, 2018.

(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. 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 the MCAI by the CAA, AD DCA/750XL/26, dated February 28, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0285.

(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) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/085, Issue 1, dated January 8, 2018.

(ii) Reserved.

(3) For 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; Internet: 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. It is also available on the internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2018-0285.

(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 March 30, 2018.

Pat Mullen,

Acting Deputy Director, Policy & Innovation Division, Aircraft Certification Service

[FR Doc. 2018-06950 Filed 4-6-18; 8:45 am]



2018-07-15 XtremeAir GmbH: Amendment 39-19246; Docket No. FAA-2018-0284; Directorate Identifier 2018-CE-014-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 30, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to XtremeAir GmbH Model XA42 airplanes, all serial numbers, that are:

- (1) Equipped with an engine mount part number (P/N) XA42-7120-151; and
- (2) certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the diagonal strut of the engine mount frame. We are issuing this AD to detect and address cracking of the engine mount frame, which could lead to detachment of the engine in-flight and result in loss of control.

(f) Actions and Compliance

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

(1) Before the next acrobatic flight after April 30, 2018 (the effective date of this AD) or within 50 hours time-in-service after the installation of P/N XA42-7120-151 engine mount on the airplane, whichever occurs later, and repetitively thereafter at intervals not to exceed 10 acrobatic flight hours, inspect the engine mount following the Accomplishment Instructions in XtremeAir Mandatory Service Bulletin SB-XA42-2018-006, Issue A.00, dated March 2, 2018.

(2) After the initial inspection required in paragraph (f)(1) of this AD, acrobatic flight hours must be recorded in the maintenance records. For the purpose of this AD, we define acrobatic flight as “flight during which a load factor of 6g is exceeded.”

(3) If a crack is found during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the engine mount with a serviceable part following the Accomplishment Instructions in XtremeAir Mandatory Service Bulletin SB-XA42-2018-006, Issue A.00, dated March

2, 2018. Replacement of the engine mount does not eliminate the repetitive inspection requirement in paragraph (f)(1) of this AD.

(4) After the effective date of this AD, you may install a new or used P/N XA42-7120-151 engine mount on the airplane. The used P/N XA42-7120-151 engine mount must be inspected as specified in paragraph (f)(1) of this AD and found free of cracks before installation on the airplane. The repetitive inspection requirement in paragraph (f)(1) of this AD still applies.

(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, Policy and Innovation Division, 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) Special Flight Permit

A special flight permit is allowed for this AD per 14 CFR 39.23 with the following limitations: Acrobatic flights are prohibited.

(i) Related Information

Refer to MCAI, EASA AD No. 2018-0050-E, dated March 2, 2018, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0284.

(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) XtremeAir Mandatory Service Bulletin SB-XA42-2018-006, Issue A.00, dated March 2, 2018.

(ii) Reserved.

(3) For XtremeAir service information identified in this AD, contact XtremeAir GmbH, Harzstrasse 2, Am Flughafen Cochstedt, D-39444 Hecklingen, Germany; phone: +49 39267 60999 0; fax: +49 39267 60999 20; email: info@xtremeair.de; internet: <https://www.xtremeair.com>.

(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. It is also available on the internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2018-0284.

(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 March 30, 2018.
Pat Mullen,
Acting Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.



2018-07-16 Austro Engine GmbH Engines: Amendment 39-19247; Docket No. FAA-2018-0153; Product Identifier 2018-NE-03-AD.

(a) Effective Date

This AD is effective April 27, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Austro Engine GmbH model E4 and E4P diesel piston engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 8560, Reciprocating Engine Supercharger.

(e) Unsafe Condition

This AD was prompted by reports of broken or disconnected turbocharger waste gate control rods on some engines. We are issuing this AD to prevent failure of the turbocharger waste gate control rod. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

Within the compliance times identified in Table 1 to paragraph (g) of this AD, and thereafter at intervals not to exceed 250 flight hours (FHs), replace the waste gate controller and control rod circlip in accordance with the Accomplishment Instructions, Paragraph 2.1, of Austro Engine GmbH Mandatory Service Bulletin (MSB) No. MSB-E4-022/2, Rev. No. 2, dated November 27, 2017.

Table 1 to Paragraph (g) – Initial Replacement Compliance Time

Group	Compliance Time (A or B, whichever occurs later)	
1	A	Within 50 FHs or 2 months, whichever occurs first after the effective date of this AD
	B	Within 250 FHs since first installation on an engine
2	A	Within 100 FHs or 5 months, whichever occurs first after the effective date of this AD
	B	Within 250 FHs since first installation on an engine

(h) Installation Prohibition

Do not install on any engine a non-spring loaded waste gate control rod circlip, part number DIN6799-5, after the effective date of this AD.

(i) Definitions

For the purpose of this AD, a Group 1 engine is an Austro Engine GmbH model E4-B or E4-C engine installed on a DA 42 M-NG airplane with external containers or an E4-A engine. A Group 2 engine is any other Austro Engine GmbH model E4 and E4P engine.

(j) Credit for Previous Actions

You may take credit for replacement of the waste gate controller and control rod circlip required by paragraph (g) of this AD if you performed this action before the effective date of this AD using earlier versions of Austro Engine MSB No. MSB-E4-022.

(k) Alternative Methods of Compliance (AMOCs)

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

(l) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2017-0250, dated December 18, 2017, for more information. You may examine the EASA AD in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0153.

(m) Material Incorporated by Reference

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

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

(i) Austro Engine GmbH Mandatory Service Bulletin No. MSB-E4-022/2, Rev. No. 2, dated November 27, 2017.

(ii) Reserved.

(3) For Austro Engine GmbH service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria; phone: +43 2622 23000; fax: +43 2622 23000-2711; internet: www.austroengine.at.

(4) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on April 3, 2018.

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



2018-07-17 Safran Helicopter Engines (Type Certificate previously held by Turbomeca, S.A.):
Amendment 39-19248; Docket No. FAA-2018-0184; Product Identifier 2018-NE-07-AD.

(a) Effective Date

This AD is effective April 27, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Safran Helicopter Engines, S.A., Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines with a power turbine wheel (PTW) assembly having a serial number listed in Appendix 2.1 of Safran Helicopter Engines Mandatory Service Bulletin (MSB) No. A319 72 2854, Version A, dated February 9, 2018.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by an engine failure caused by missing turbine blade dampers. We are issuing this AD to prevent failure of a power turbine blade. The unsafe condition, if not addressed, could result in loss of engine power in flight and reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 20 flight hours or 30 days after the effective date of this AD, whichever occurs first:

(1) Inspect the PTW in accordance with paragraph 2.4.2.3 of Safran Helicopter Engines MSB No. A319 72 2854, Version A, dated February 9, 2018; and

(2) If, as a result of the inspection required by paragraph (g)(1) of this AD, any dampers are found missing, replace the PTW with a part eligible for installation before further flight.

(h) Installation Prohibition

Do not install an engine with a PTW with a serial number listed in Appendix 2.1 of Safran Helicopter Engines MSB A319 72 2854, Version A, dated February 9, 2018, unless all thirty-one blade dampers are installed.

(i) Alternative Methods of Compliance (AMOCs)

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

(j) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2018-0044, dated February 14, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0184.

(k) Material Incorporated by Reference

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

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

(i) Safran Helicopter Engines Alert Mandatory Service Bulletin No. A319 72 2854, Version A, dated February 9, 2018.

(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 Standards Branch, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on April 6, 2018.

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