

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2019-08

4/1/2019 - 4/14/2019



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

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Biweekly 2019-01

2018-26-02	R 2016-25-19	Airbus Helicopters	AS350B3; EC130B4; EC130T2 helicopters
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Biweekly 2019-02

We published no ADs for the Small AD Biweekly during this period.

Biweekly 2019-03

2019-01-02		Aspen Avionics, Inc.	Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display (MFD), EFD1000 Emergency Backup Display, or EFD500 MFD units
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Biweekly 2019-04

2019-02-02		Pacific Aerospace Ltd.	FBA-2C1, FBA-2C2, FBA-2C3, and FBA-2C4 airplanes
2019-02-05	R 2013-11-03	Viking Air Limited	CL-215-1A10, CL-215-6B11 airplanes

Biweekly 2019-05

2014-05-06 R2	R 2014-05-06 R1	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+; MBB-BK 117 C-2 helicopters
2018-21-14		Zodiac Aerotechnics	MC10 series crew oxygen mask regulators
2018-22-11		Safran Helicopter Engines	ASTAZOU XIV B and H model engines
2019-03-02		Pacific Aerospace Limited	750XL airplanes
2019-03-05		Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2019-06

2019-03-12		Airbus Helicopters	EC225 LP helicopters
2019-05-03		Leonardo S.p.A.	AB139 and AW139; AW169 and AW189 helicopters
2019-05-04		MD Helicopters, Inc.	369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters
2019-05-05	R 97-26-03	Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2019-05-06		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters

Biweekly 2019-07

We published no ADs for the Small AD Biweekly during this period.

Biweekly 2019-08

2019-04-01		HPH s. r.o.	Glasfögel 304C, Glasfögel 304CZ, and Glasfögel 304CZ-17 gliders
2019-05-15		Pilatus Aircraft Ltd	PC-7 airplanes
2019-06-04		Bell Helicopter Textron Canada Limited	429 helicopters
2019-06-05		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, and MBB-BK 117 C-2 helicopters
2019-06-10		Vulcanair S.p.A.	AP68TP-300 "SPARTACUS"; AP68TP-600 "VIATOR" airplanes
2019-06-11		Pacific Aerospace Limited	750XL airplanes
2019-07-02		Robinson Helicopter Company	R66 helicopters



2019-04-01 HPH s. r.o.: Amendment 39-19597; Docket No. FAA-2019-0202; Directorate Identifier 2018-CE-050-AD.

(a) Effective Date

This AD becomes effective April 23, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to HPH s. r.o. Models Glasfűgel 304C, Glasfűgel 304CZ, and Glasfűgel 304CZ-17 gliders, all serial numbers, certificated in any category, with a center of gravity (C.G.) tow release installed.

(d) Subject

Air Transport Association of America (ATA) Code 25: Equipment/Furnishing.

(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 jamming between the double two-ring end of the towing cable and the deflector angles of >the C.G. release mechanism. We are issuing this AD to prevent failure of the towing cable to disconnect, which could result in reduced or loss of control of the glider or the cable breaking and causing injury to people on the ground.

(f) Actions and Compliance

Unless already done, do the following actions before the next winch launch after April 23, 2019 (the effective date of this AD):

(1) Measure the distance between and parallelism of the deflector angles on the C.G. tow release by following paragraph 1 in the Action section of HPH spol.s r.o. Service bulletin No. G304 CZ-10 a), G304 CZ-17-10 a), G304 C-10 a), dated August 28, 2018 (co-published as one document).

(2) If the distance between the deflector angles is less than 36 mm, before the next winch launch, correct the distance by following paragraph 2 in the Action section of HPH spol.s r.o. Service bulletin No. G304 CZ-10 a), G304 CZ-17-10 a), G304 C-10 a), dated August 28, 2018 (co-published as one document).

(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 glider 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).

(h) Related Information

Refer to MCAI EASA AD No. 2018-0207-E, dated September 19, 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-2019-0202.

(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 this AD specifies otherwise.

(i) HPH spol.s r.o. Service bulletin No. G304 CZ-10 a), G304 CZ-17-10 a), G304 C-10 a), dated August 28, 2018 (co-published as one document).

(ii) [Reserved]

(3) For HPH s. r.o. service information identified in this AD, contact HPH, spol.s r.o., Čáslavská 234, 284 01 Kutná Hora, Czech Republic; phone: +420 327 513 441; email: info@hph.cz; internet: www.hph.cz.

(4) You may view this service information at the FAA, Policy and Innovation, 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-2019-0202.

(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 25, 2019.

Melvin J. Johnson,

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

[FR Doc. 2019-06281 Filed 4-2-19; 8:45 am]



2019-05-15 Pilatus Aircraft Ltd: Amendment 39-19598; Docket No. FAA-2019-0205; Product Identifier 2019-CE-001-AD.

(a) Effective Date

This AD becomes effective April 23, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-7 airplanes, manufacturer serial number (MSN) 101 through MSN 537, MSN 548 through MSN 609, and MSN 613 through MSN 618, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 24: Electric Power.

(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 chafed and burned wires located under panel F5. We are issuing this AD to detect and correct chafed and burned wires under panel F5, which could lead to smoke or fumes in the cockpit and result in a possible in-flight fire.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (2).

(1) Within the next 120 days after the effective date of this AD, do the following inspections:

(i) Visually inspect all wires below access panel F5 for signs of chafing and contact with the casings of the line replacement units (LRUs), panel edges, or environmental control system (ECS) hoses. If there is any chafing or contact, before further flight, do all corrective actions by following the Accomplishment Instructions, paragraphs 3.B.(2) through 3.B.(3), in Pilatus PC-7 Service Bulletin No. 24-008, Rev. No. 1, dated December 20, 2018.

(ii) Visually inspect the metal clips on the demist hoses for signs of contact with the wiring looms. If there is any contact, before further flight, adjust the clips by following the Accomplishment Instructions, paragraph 3.B.(5), in Pilatus PC-7 Service Bulletin No. 24-008, Rev. No. 1, dated December 20, 2018.

(2) Within 10 days after completing the inspections required in paragraph (f)(1)(i) and (ii) of this AD or within the next 10 days after the effective date of this AD, whichever occurs later, report the results of the inspections, both negative and positive, to Pilatus Aircraft Ltd. at the address listed in

paragraph (i)(3) of this AD. On the report, include whether there were any chafed wires, casing contacts that needed to be relocated, or metal clip adjustments. You may use the Service Bulletin Evaluation Sheet in Pilatus PC-7 Service Bulletin No. 24-008, Rev. No. 1, dated December 20, 2018, for this purpose, but include the above findings of the inspection.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must instead be accomplished using a method approved by the Manager, Small Airplane Standards Branch, FAA, or the Federal Office of Civil Aviation (FOCA).

(3) Reporting Requirements: 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 5 minutes 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 as required by this AD; the nature and extent of confidentiality to be provided, if any. 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.

(h) Related Information

Refer to MCAI FOCA AD HB-2019-002, dated January 28, 2019, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0205.

(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) Pilatus Aircraft Ltd. PC-7 Service Bulletin No. 24-008, Rev. No. 1, dated December 20, 2018.

(ii) [Reserved]

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; phone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: Techsupport@pilatus-aircraft.com; internet: <https://www.pilatus-aircraft.com/en>.

(4) You may view this service information at the FAA, Policy and Innovation, 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-2019-0205.

(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 25, 2019.

Melvin J. Johnson,

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



2019-06-04 Bell Helicopter Textron Canada Limited: Amendment 39-19602; Docket No. FAA-2017-0433; Product Identifier 2016-SW-078-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters, serial numbers 57001 and larger, with a main rotor pitch link rod end bearing assembly (bearing) part number (P/N) 429-010-433-101 or 429-010-433-103 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a worn bearing. This condition could result in failure of a bearing, which could lead to reduced helicopter handling, damage to other components, and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective May 7, 2019.

(d) Compliance

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

(e) Required Actions

Within 20 hours time-in-service (TIS) and thereafter at intervals not to exceed 50 hours TIS:

(1) Inspect the upper and lower pitch link rod ends for axial and radial bearing play by rolling the bearings through all angles, paying particular attention to the areas depicted in Figure 1 of Bell Helicopter Alert Service Bulletin 429-11-03, Revision A, dated January 13, 2015.

(2) If there is any play in a bearing, remove the pitch link assembly and perform a dimensional inspection of the axial and radial bearing play. Measure the play at the angle that results in the maximum amount of play. Replace the rod end assembly before further flight if bearing play exceeds 0.010 inch for axial direction or 0.005 inch for radial direction.

(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: 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 AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in Transport Canada AD No. CF-2016-39, dated December 12, 2016. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2017-0433.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor 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) Bell Helicopter Alert Service Bulletin 429-11-03, Revision A, dated January 13, 2015.

(ii) [Reserved]

(3) For Bell Helicopter Textron Canada service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>.

(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 March 15, 2019.

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



2019-06-05 Airbus Helicopters Deutschland GmbH: Amendment 39-19603; Docket No. FAA-2017-1085; Product Identifier 2016-SW-094-AD.

(a) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, and MBB-BK 117 C-2 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a tail rotor (T/R) gearbox housing. This condition could result in the loss of the T/R gearbox and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective May 7, 2019.

(d) Compliance

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

(e) Required Actions

Within 100 hours time-in-service (TIS) and thereafter at intervals not to exceed 100 hours TIS, clean and visually inspect the T/R gearbox housing for a crack in the area depicted in Figure 1 of Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117-30A-119, Revision 0, dated May 24, 2016, or ASB MBB-BK117 C-2-65A-007, Revision 0, dated May 24, 2016, as applicable to your model helicopter. If there is a crack, replace the T/R gearbox before further flight.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) 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: 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 AD through an AMOC.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2016-0134, dated July 8, 2016. You may view the EASA AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2017-1085.

(i) Subject

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

(j) 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) Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117-30A-119, Revision 0, dated May 24, 2016.

(ii) Airbus Helicopters ASB MBB-BK117 C-2-65A-007, Revision 0, dated May 24, 2016.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html.

(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 March 20, 2019.

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



2019-06-10 Vulcanair S.p.A.: Amendment 39-19608; Docket No. FAA-2019-0210; Product Identifier 2019-CE-004-AD.

(a) Effective Date

This AD becomes effective April 29, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Vulcanair S.p.A. Model AP68TP-300 “SPARTACUS” airplanes, serial numbers (S/N) 8001 through 8006, 8008, 8009, and 8011; and Model AP68TP-600 “VIATOR” airplanes, S/N 9001 through 9005, and 9010; certificated in any category.

(d) Subject

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

(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 cracks on the wing ribs. We are issuing this AD to detect, correct, and prevent cracks on the wing ribs, which could result in reduced structural integrity of the wing assembly and failure of the wing.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (3) within 3 months after April 29, 2019 (the effective date of this AD) or within 50 hours time-in-service after April 29, 2019 (the effective date of this AD), whichever occurs first.

(1) Inspect the left hand (LH) and right hand (RH) sides of wing rib number 3 and wing rib number 4 for missing reinforcements, cracks, and corrosion by following the Work Procedure, paragraphs 1 through 6, of Vulcanair Aircraft Service Bulletin No. TP-43, First Issue, dated October 15, 2018.

(2) If there is no corrosion and no cracks and if a reinforcement is missing, before further flight, install the reinforcement in accordance with the Work Procedure, paragraphs 1 through 19, of Vulcanair Aircraft Service Instruction No. 106, First Issue, dated October 15, 2018, for wing rib number 3 or the Work Procedure, sections 2.2 and 2.3, of Vulcanair Aircraft Service Instruction No. 107, First Issue, dated October 15, 2018, for wing rib number 4, as applicable to the missing reinforcement.

(3) If there is any corrosion or a crack, before further flight, repair the wing spar in accordance with a method approved by the Manager, Small Airplane Standards Branch, FAA, at the address specified in paragraph (g) of this AD. For a repair method to be approved by the Manager, Small Airplane Standards Branch, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: . 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).

(h) Related Information

Refer to MCAI EASA AD No. 2018-0269, dated December 11, 2018. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0210.

(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) Vulcanair Aircraft Service Bulletin No. TP-43, First Issue, dated October 15, 2018.

(ii) Vulcanair Aircraft Service Instruction No. 106, First Issue, dated October 15, 2018.

(iii) Vulcanair Aircraft Service Instruction No. 107, First Issue, dated October 15, 2018.

(3) For Vulcanair service information identified in this AD, contact Vulcanair S.p.A., Via Giovanni Pascoli 80026 Casoria NA Italy; telephone: +39 081 5918111; fax: +39 081 5918172; internet: <http://www.vulcanair.com>; email: office.oaw@vulcanair.com; or airworthiness@vulcanair.com.

(4) You may view this service information at the FAA, Policy and Innovation, 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-2019-02110.

(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 25, 2019.

Melvin J. Johnson,

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



2019-06-11 Pacific Aerospace Limited: Amendment 39-19609; Docket No. FAA-2018-0895; Product Identifier 2018-CE-037-AD.

(a) Effective Date

This AD becomes effective May 14, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers (S/N) up to and including S/N 205, S/N 207, and S/N 208, certificated in any category, with an air-conditioning modification PAC/XL/0409 or PAC/XL/0618 installed.

(d) Subject

Air Transport Association of America (ATA) Code 21: Air Conditioning.

(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 non-compliant insulation lagging on the refrigerant hoses of the air-conditioning system. We are issuing this AD to replace non-compliant insulation lagging on the refrigerant hoses of the air-conditioning system, which could lead to smoke in the cabin if a fire occurred.

(f) Actions and Compliance

Unless already done, within 150 hours time-in-service after May 14, 2019 (the effective date of this AD), remove existing refrigeration hose lagging, install fire sleeve lagging, and install aluminum tape at the wing spar by following the Accomplishment Instructions in Pacific Aerospace Service Bulletin PACSB/XL/086, Issue 2, dated April 6, 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 instead 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 Civil Aviation Authority (CAA) AD DCA/750XL/29, dated July 5, 2018, for related information. You may examine the MCAI on the internet at: <https://www.regulations.gov/document?D=FAA-2018-0895-0002>. For service information related to 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. You may review this referenced 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.

(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 Service Bulletin PACSB/XL/086, Issue 2, dated April 6, 2018.

(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; 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. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0895.

(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 25, 2019.

Melvin J. Johnson,

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



2019-07-02 Robinson Helicopter Company: Amendment 39-19613; Docket No. FAA-2017-1236; Product Identifier 2017-SW-136-AD.

(a) Applicability

This AD applies to Robinson Helicopter Company Model R66 helicopters, serial numbers 0003 through 0789, 0791, 0794 and 0796, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as broken baffle inside an oil tank. This condition could result in loss of oil pressure and oil flow to the engine, leading to engine failure and subsequent forced landing of the helicopter.

(c) Effective Date

This AD becomes effective May 17, 2019.

(d) Compliance

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

(e) Required Actions

Within 100 hours time-in-service:

(1) Visually inspect the oil tank outlet fitting color to determine if it is blue. If the fitting is blue, before further flight, replace the tank with an oil tank that does not have a blue fitting.

(2) Locate the G689-1 oil tank assembly identification ink stamp on the top surface of the oil tank, and determine the revision letter.

(i) If the identification ink stamp is followed by a revision letter F, G, H, or I unless previously installed, install a G805-1 angle as follows:

(A) Drain the engine oil and disconnect the F723-1 line assembly from the tank fitting at the firewall, using as reference Figure 1 of Robinson Helicopter Company R66 Service Bulletin SB-21A, Revision A, dated June 6, 2017.

(B) Pinch the flanges of G805-1 angle at the minimum required to enable insertion, and insert the angle in the oil tank outlet fitting until the angle snaps in place.

(C) Connect the F723-1 line assembly to the tank fitting. Special torque nut to 675 in.-lb. Torque stripe the fitting.

(ii) If the identification ink stamp is followed by a revision letter J, determine if there is a yellow dot near the ink stamp. A yellow dot indicates that the angle has been pre-installed and that no further action is required by this AD. If there is not a yellow dot near the ink stamp, install a G805-1 angle by following the procedures in paragraphs (e)(2)(i)(A) through (e)(2)(i)(C) of this AD.

(iii) If the identification ink stamp is followed by a revision letter K, no further action is required by this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Danny Nguyen, Aerospace Engineer, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5247; email 9-ANM-LAACO-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) Subject

Joint Aircraft Service Component (JASC) Code: 7910, Engine Oil Storage (Airframe Furnished).

(h) 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) Robinson Helicopter Company R66 Service Bulletin SB-21A, Revision A, dated June 6, 2017.

(ii) [Reserved]

(3) For Robinson Helicopter Company service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; or at <http://www.robinsonheli.com/servelib.htm>.

(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 March 26, 2019.

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