

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2018-07

3/19/2018 - 4/1/2018



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
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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
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
2018-06-11	2018-06-51	Textron Aviation Inc. Agusta S.p.A.	A36TC and B36TC; S35, V35, V35A, and V35B airplanes 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



2018-06-09 Pacific Aerospace Limited: Amendment 39-19229; Docket No. FAA-2018-0210; Directorate Identifier 2018-CE-004-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 9, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Models 750XL airplanes, all serial numbers up to and including serial number XL215, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) 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 the possibility for the control column to snag on the cockpit control tee handles on certain aircraft. We are issuing this AD to prevent the control tee handles from snagging the control column and becoming jammed, which could result in uncontrollable flight.

(f) Actions and Compliance

Unless already done, do the actions in paragraph (f)(1) and (2) of this AD following the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/093, Issue 1, dated December 15, 2017.

(1) Within 30 days after April 9, 2018 (the effective date of this AD), inspect the ventilation, heater, and air filter bypass control tee handles (as applicable) for snagging of the control column.

(2) If the control column snags the adjacent heater, ventilation, or an engine air filter bypass control tee handle during the inspection required in paragraph (f)(1) of this AD, before further flight, reorient the affected tee handle.

(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, Standards Office, FAA; or the Civil Aviation Authority of New Zealand (CAA).

(h) Related Information

Refer to the MCAI by the CAA, AD DCA/750XL/23, dated December 28, 2017; and Pacific Aerospace Mandatory Service Bulletin PACSB/XL/093, Issue 1, dated December 15, 2017, for related information. You may examine the MCAI on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2018-0210.

(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) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/093, Issue 1, dated December 15, 2017.

(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-2018-0210.

(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 9, 2018.

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



2018-06-10 Honda Aircraft Company LLC: Amendment 39-19230; Docket No. FAA-2018-0223; Product Identifier 2018-CE-007-AD.

(a) Effective Date

This AD is effective April 13, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Honda Aircraft Company LLC Model HA-420 airplanes, serial numbers 42000011 through 4200089, that:

- (1) have power brake valve, part number (P/N) HJ1-13243-101-005 or HJ1-13243-101-007, installed; and
- (2) are certificated in any category.

(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 reports of unannounced asymmetric braking during ground operations and landing deceleration. We are issuing this AD to detect failure of the power brake valve. The unsafe condition, if not addressed, could result in degraded braking performance and reduced directional control during ground operations and landing deceleration.

(f) Compliance

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

(g) Insert Temporary Revision into the Airplane Flight Manual (AFM)

Before further flight after April 13, 2018 (the effective date of this AD) insert Honda Aircraft Company Temporary Revision TR 01.1, dated February 16, 2018, into the Honda Aircraft Company (Honda) HA-420 Airplane Flight Manual (AFM) (the temporary revision). This insertion and the steps therein 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) Replace the Power Brake Valve (PBV)

As of and any time after the effective date of this AD, if the PBV fails any of the pilot checks specified in the temporary revision, before further flight, replace the PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved design PBV, P/N HJ1-13243-101-009. Do the replacement using the Accomplishment Instructions in Honda Service Bulletin SB-420-32-001, dated January 8, 2018. Before further flight after installing P/N HJ1-13243-101-009, remove the temporary revision from the Honda HA-420 AFM.

(i) Optional Terminating Action for Inserting the AFM Temporary Revision/Pilot Checks

(1) Instead of inserting the temporary revision or at any time after inserting the temporary revision required by paragraph (g) of this AD, you may replace the installed PBV, P/N HJ1-13243-101-005 or P/N HJ1-13243-101-007, with the improved design PBV, P/N HJ1-13243-101-009. The replacement must be done using the Accomplishment Instructions in Honda Service Bulletin SB-420-32-001, dated January 8, 2018. Before further flight after installing P/N HJ1-13243-101-009, remove the temporary revision from the Honda HA-420 AFM.

(2) If you choose to follow the temporary revision required by paragraph (g) of this AD instead of the optional replacement in paragraph (i)(1) of this AD, the on-condition replacement required by paragraph (h) of this AD is still required before further flight.

(j) No Reporting Requirement

Although Honda Service Bulletin SB-420-32-001, dated January 8, 2018, specifies to submit certain information to the manufacturer, this AD does not require that action.

(k) Special Flight Permit

Special flight permits for this AD are prohibited.

(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) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (h) and (i) of this AD apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with this AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(m) Related Information

For more information about this AD, contact Samuel Kovitch, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5570; fax: (404) 474-5605; email: samuel.kovitch@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. 510(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) Honda Aircraft Company Temporary Revision TR 01.1, dated February 16, 2018, to the Honda Aircraft Company HA-420 Airplane Flight Manual.

(ii) Honda Aircraft Company Service Bulletin SB-420-32-001, dated January 8, 2018.

(3) For Honda Aircraft Company LLC service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, North Carolina 27410; telephone (336) 662-0246; internet: <http://www.hondajet.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.

(5) You may view the 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 19, 2018.

Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.



2018-06-11 Textron Aviation Inc.: Amendment 39-19231; Docket No. FAA-2017-0288; Product Identifier 2017-CE-007-AD.

(a) Effective Date

This AD is effective May 3, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to the following Textron Aviation Inc. airplanes; all serial numbers, that are certificated in any category:

(i) Models A36TC and B36TC airplanes equipped with a turbocharged engine.

(ii) Models S35, V35, V35A, and V35B airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture; and

(iii) Models S35, V35, V35A, and V35B airplanes equipped with StandardAero Supplemental Type Certificate (STC) SA1035WE.

(2) If the one-piece v-band coupling (clamp), part number (P/N) NH1000897-40, is installed on Textron Aviation Inc. Models S35, V35, V35A, and V35B airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture, this AD does not apply to those airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 81, Turbocharging.

(e) Unsafe Condition

This AD was prompted by a fatal accident where the exhaust tailpipe fell off during takeoff. We are issuing this AD to prevent failure of the exhaust tailpipe v-band coupling (clamp) that may lead to detachment of the exhaust tailpipe from the turbocharger and allow high-temperature exhaust gases to enter the engine compartment, which could result in an inflight fire.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done. For the purposes of this AD, the exhaust tailpipe v-band coupling may also be referred to as the exhaust tailpipe v-band clamp.

(g) Review of the Maintenance Records

Within 50 hours time-in-service (TIS) after May 3, 2018 (the effective date of this AD), do a maintenance records review to determine the hours TIS of the exhaust tailpipe v-band coupling. If unable to determine the hours TIS of the exhaust tailpipe v-band coupling, use the compliance time specified in paragraph (h)(2) of this AD.

(h) Compliance Times for Repetitive Replacement of the V-Band Coupling

Use the following compliance times in paragraph (h)(1) or (2) of this AD for the repetitive replacement of the exhaust tailpipe v-band coupling as specified in paragraph (i) of this AD.

(1) If from a review of the maintenance records you can positively identify that the hours TIS for the exhaust tailpipe v-band coupling is less than 500 hours TIS: Do the initial replacement within 500 hours TIS on the exhaust tailpipe v-band coupling or within the next 50 hours TIS after May 3, 2018 (the effective date of this AD), whichever occurs later, and replace repetitively thereafter at intervals not to exceed 500 hours TIS on the exhaust tailpipe v-band coupling.

(2) If from a review of the maintenance records you can positively identify that the hours TIS for the exhaust tailpipe v-band coupling is 500 hours TIS or more or you cannot positively identify the hours TIS for the exhaust tailpipe v-band coupling: Do the initial replacement within 50 hours TIS after May 3, 2018 (the effective date of this AD) and replace repetitively thereafter at intervals not to exceed 500 hours TIS on the exhaust tailpipe v-band coupling.

(i) Replacement of the Exhaust Tailpipe V-Band Coupling

Replace the exhaust tailpipe v-band coupling for the airplanes in paragraphs (i)(1) and (2) of this AD at the applicable compliance time as specified in paragraph (h) of this AD.

Note 1 to the introductory text of paragraph (i) of this AD: We recommend after installation of the exhaust tailpipe v-band coupling, you do an engine run and recheck the torque of the v-band coupling.

(1) Models A36TC and B36TC airplanes: Replace the exhaust tailpipe v-band coupling part number (P/N) N4211-375-M or P/N 5322C-375-Z with a new exhaust tailpipe v-band coupling. When installing the new part, tighten the v-band coupling to 40 in-lbs., tap the periphery of the band to distribute tension, and torque again to 40 in-lbs.

Note 2 to paragraph (i)(1) of this AD: P/Ns N4211-375-M and P/N 5322C-375-Z are also known as P/N N4211-375M and P/N 5322C3752. The engineering drawings list the applicable part number v-band couplings as P/N N4211-375-M and P/N 5322C-375-Z; however, the parts catalog lists the applicable v-band couplings as P/N N4211-375M and P/N 5322C3752.

(2) For Models S35, V35, V35A, and V35B airplanes, as specified in paragraphs (i)(2)(i) and (ii) of this AD:

(i) For airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture: Replace the exhaust tailpipe v-band coupling P/N U4211-375-M or P/N 4404C375-M with a new exhaust tailpipe v-band coupling. When installing a new P/N U4211-375-M, tighten the v-band coupling to 60 in-lbs., tap the periphery of the band to distribute tension, and torque again to 60 in-lbs. When installing a new P/N 4404C375-M, add 20 in-lbs after the running torque is overcome. Replacement of exhaust tailpipe v-band coupling P/N U4211-375-M or P/N 4404C375-M with the one-piece v-band coupling, P/N NH1000897-40, terminates the requirements of this AD.

Note 3 to paragraph (i)(2)(i) and (ii) of this AD: P/Ns U4211-375-M and 4404C375-M may also be known as P/Ns U4211-375M and 4404C375M or 4404C-375-M.

(ii) For airplanes equipped with STC SA1035WE: Replace the exhaust tailpipe v-band coupling P/N U4211-375-M with a new exhaust tailpipe v-band coupling. When installing the new part, tighten the v-band coupling to 60 in-lbs., tap the periphery of the band to distribute tension, and torque again to 60 in-lbs.

(j) Repetitive Visual Inspection of the Installed Exhaust Tailpipe V-Band Coupling

(1) If you remove the exhaust tailpipe v-band coupling during your annual inspection or within the compliance time specified in paragraph (j)(2) of this AD, you may do the inspection specified in paragraph (k) of this AD in lieu of the inspection required in paragraph (j) of this AD. If you already have the v-band coupling removed, doing the detailed inspection as specified in paragraph (k) of this AD eliminates the possibility of having to remove and reinstall the v-band coupling more than once if certain conditions are found during the inspection required in paragraph (j) of this AD.

(2) At the next annual inspection after May 3, 2018 (the effective date of this AD) or within the next 12 months after May 3, 2018 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 12 months, do a visual inspection of the installed exhaust tailpipe v-band coupling. Use the inspection steps listed in paragraphs (j)(2)(i) through (vii) of this AD.

(i) Inspect the coupling and area around the coupling for signs of exhaust stains, sooting, or other evidence of exhaust leakage. If any of those conditions are found, remove the coupling and go to the inspection steps in paragraph (k) of this AD for inspection of a v-band coupling that has been removed.

(ii) Inspect the coupling outer band for cracks, paying particular attention to the spot weld areas. If cracks are found, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(iii) Inspect the coupling for looseness or separation of the outer band to the v-retainer segments(s) at all spot welds. If looseness or separation of the outer band to any or multiple retainer segments(s) is found, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(iv) Inspect the coupling outer band for cupping, bowing, or crowning. If any of these conditions are found, before further flight, remove the coupling and go to the inspection steps in paragraph (k) of this AD for inspection of a v-band coupling that has been removed.

(v) Inspect the area of the coupling, including the outer band, opposite the t-bolt for damage or distortion. If any damage or distortion is found, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vi) Using a mirror, verify there is a space between each v-retainer coupling segment below the t-bolt. If there is no space between each v-retainer coupling segment below the t-bolt, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vii) Verify the v-band coupling nut is properly torqued as specified in paragraphs (j)(2)(vii)(A) through (C) of this AD:

(A) For P/N N4211-375-M or P/N 5322C-375-Z exhaust tailpipe v-band coupling, torque to 40 in-lbs.

(B) For P/N U4211-375-M exhaust tailpipe v-band coupling, torque to 60 in-lbs.

(C) For 4404C375-M exhaust tailpipe v-band coupling, verify the nut is secure. If not secure, before further flight, loosen and verify running torque and add 20 in-lbs to the running torque when tightened.

(3) These inspections do not terminate the 500-hour TIS repetitive replacement of the v-band coupling and do not restart the hours TIS for the repetitive replacement of the v-band coupling.

(k) Visual Inspection of a Removed Exhaust Tailpipe V-Band Coupling

(1) If during the visual inspection required in paragraph (j) of this AD you are required to remove of the exhaust tailpipe v-band coupling to do a more detailed inspection, you must do the inspection steps listed in paragraphs (k)(1) and (2) of this AD. If you removed the exhaust tailpipe v-band coupling during the annual inspection or within the compliance time specified in paragraph (j)(2) of this AD, you may do the inspection specified in paragraph (k) of this AD in lieu of the inspection required in paragraph (j) of this AD. If you already have the v-band coupling removed, doing the detailed inspection as specified in paragraph (k) of this AD eliminates the possibility of having to remove and reinstall the v-band coupling more than once if certain conditions are found during the inspection required in paragraph (j) of this AD.

(i) Use crocus cloth and mineral spirits/Stoddard solvent, to clean the outer band of the v-band coupling. Pay particular attention to the spot weld areas on the coupling. If during cleaning corrosion cannot be removed or pitting of the v-band coupling is found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(ii) Use a 10x magnifier to visually inspect the outer band for cracks, paying particular attention to the spot weld areas. If cracks are found during this inspection, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(iii) Visually inspect the flatness of the outer band using a straight edge. Lay the straight edge across the width of the outer band. The gap must be less than 0.062 inches. See figure 1 to paragraphs (k)(1)(iii) and (v) of this AD. If the gap exceeds 0.062 inches between the outer band and the straight edge, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

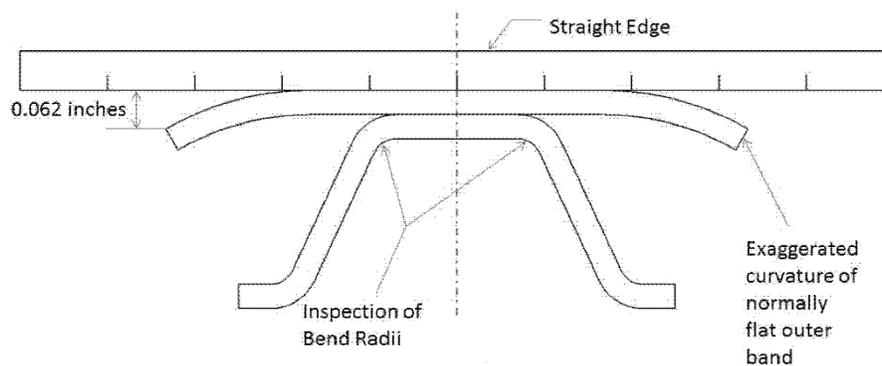


Figure 1 to paragraphs (k)(1)(iii) and (v) of this AD: Cross section of v-band coupling

(iv) With the t-bolt in the 12 o'clock position, visually inspect the coupling for the attachment of the outer band to the v-retainer coupling segments by inspecting for gaps between the outer band and the v-retainer coupling segments between approximately the 1 o'clock through 11 o'clock position. It is recommended to use backlighting to see gaps. If gaps between the outer band and the v-retainer coupling segments are found, do not re-install the v-band coupling. Before further flight, you must

install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(v) Visually inspect the bend radii of the coupling v-retainer coupling segments for cracks. Inspect the radii throughout the length of the segment. See figure 1 to paragraphs (k)(1)(iii) and (v) of this AD. If any cracks are found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vi) Visually inspect the outer band opposite the t-bolt for damage (distortion, creases, bulging, or cracks), which may be caused from excessive spreading of the coupling during installation and/or removal. If any damage is found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(2) If the removed exhaust tailpipe v-band coupling passes all of the inspection steps listed in paragraphs (k)(1)(i) through (vi) of this AD, you may re-install the same v-band coupling. After the coupling is re-installed and torqued as specified in Replacement of the V-Band Coupling, paragraph (i) of this AD, verify there is space between each v-retainer coupling segment below the t-bolt. If there is no space between each v-retainer coupling segment below the t-bolt, before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(3) The inspections required in paragraphs (k)(1) and (2) of this AD only apply to re-installing the same exhaust tailpipe v-band coupling that was removed as specified in paragraph (j) of this AD. It does not apply to installation of a new v-band coupling. These inspections do not terminate the 500-hour TIS repetitive replacement of the v-band coupling and do not restart the hours TIS for the repetitive replacement of the v-band coupling.

(4) As of May 3, 2018 (the effective date of this AD), do not install a used exhaust tailpipe v-band coupling on the airplane except for the reinstallation of the inspected exhaust tailpipe v-band coupling that was removed as specified in paragraphs (j) and (k) of this AD.

(l) 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. The Manager, Chicago ACO Branch, FAA, has the authority to approve AMOCs concerning STC SA1035WE, 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 Wichita ACO Branch, send it to the attention of the person identified in paragraph (m) of this AD. If sending information directly to the manager of the Chicago ACO Branch, send it to the attention of John Tallarovic, Aerospace Engineer, AIR-7C3 Chicago ACO Branch, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone: (847) 294-8180; fax: (847) 294-7834; email: john.m.tallarovic@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.

(m) Related Information

For more information about this AD, contact Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4196; fax: (316) 946-4107; email: thomas.teplik@faa.gov.

(n) Material Incorporated by Reference

None.

Issued in Kansas City, Missouri, on March 20, 2018.
Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.



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EMERGENCY AIRWORTHINESS DIRECTIVE

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

DATE: March 19, 2018

AD #: 2018-06-51

This Emergency Airworthiness Directive (AD) 2018-06-51 is sent to owners and operators of Agusta S.p.A. Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters.

Background

This emergency AD was prompted by an error in a parts catalog that incorrectly identifies swashplate support (support) part number (P/N) 109-0110-05-101 as approved for installation on Model AW109SP helicopters. Support P/N 109-0110-05-101 is made of aluminum alloy and is approved for installation on Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, and AW119 MKII helicopters, but is not approved for installation on Model AW109SP helicopters. The approved support for Model AW109SP helicopters is made of steel. This condition, if not corrected, could result in failure of the support and subsequent loss of control of the helicopter. As a result, this emergency AD requires removing the supports from service.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2018-0053-E, dated March 8, 2018, to correct an unsafe condition for Leonardo S.p.A. Helicopters (previously Agusta S.p.A.) Model AW109SP helicopters. The EASA AD advises that support P/N 109-0110-05-101, which is not eligible for installation on Model AW109SP helicopters, was erroneously listed in the Model AW109SP parts catalog. EASA states that this may have led to inadvertent installations of the support in service on a Model AW109SP helicopter. The EASA AD requires replacing the support and re-identifying the P/N on the identification plate of the spherical sleeve assembly (sleeve) if the P/N is not P/N 109-0134-02-105. Sleeve P/N 109-0134-02-105 is composed of the steel support. The EASA AD also prohibits installing the support on any Model AW109SP helicopter. EASA states that its AD actions are intended to prevent failure of the support, which could result in loss of control of the helicopter.

The FAA is in the process of updating Agusta S.p.A.'s name change to Leonardo S.p.A. on its FAA type certificate. Because this name change is not yet effective, this emergency AD specifies Agusta S.p.A. as the type certificate holder.

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 these same type designs.

Related Service Information

We reviewed Leonardo Helicopters Emergency Alert Service Bulletin No. 109SP-119, dated March 7, 2018. This service information specifies replacing support P/N 109-0110-05-101 with support P/N 109-0134-29-101. This service information also specifies inspecting the sleeve identification plate and depending on the findings, replacing and re-identifying the identification plate.

Emergency AD Requirements

This emergency AD requires removing support P/N 109-0110-05-101 from service that is or has been installed on a Model AW109SP helicopter. If sleeve P/N 109-0134-02-103 is installed, this emergency AD requires re-identifying the P/N of the sleeve on Model AW109SP helicopters. This emergency AD also prohibits installation of support P/N 109-0110-05-101 on any Model AW109SP helicopter.

Differences Between This Emergency AD and the EASA AD

This emergency AD requires removing a support installed on a Model AW109SP helicopter from service before further flight, while the compliance time in the EASA AD depends on the flight hours of the support. This emergency AD applies to Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, and AW119 MKII helicopters and requires removing the support installed on these models from service if previously installed on a Model AW109SP helicopter. The EASA AD does not apply to these models or contain this requirement for supports previously installed on a Model AW109SP helicopter.

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.

2018-06-51 **Agusta S.p.A.:** Product Identifier 2018-SW-018-AD.

(a) Applicability

This emergency AD applies to Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters, certificated in any category, with a swashplate support (support) part number (P/N) 109-0110-05-101 installed.

(b) Unsafe Condition

This emergency AD defines the unsafe condition as installation of a support that does not meet type design. This condition could result in failure of a support 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) For Model AW109SP helicopters, before further flight:

(i) Remove the support from service.

(ii) If spherical sleeve assembly (sleeve) P/N 109-0134-02-103 is installed, re-identify the sleeve by permanently changing the P/N on the identification plate to P/N 109-0134-02-105.

(2) For Model A109A, A109A II, A109C, A109E, A109K2, A109S, A119, and AW119 MKII helicopters, within 5 hours time-in-service, remove support P/N 109-0110-05-101 from service if it has ever been installed on a Model AW109SP helicopter.

(3) After the effective date of this AD, do not install support P/N 109-0110-05-101 on any Model AW109SP helicopter.

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

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

(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. 2018-0053-E, dated March 8, 2018.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6230, Main Rotor Mast/Swashplate.

Issued in Fort Worth, Texas, on March 19, 2018.

Lance T. Gant,

Director, Compliance & Airworthiness Division,
Aircraft Certification Service.



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2018-07-01 Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held By Eurocopter Deutschland GmbH): Amendment 39-19232; Docket No. FAA-2017-1011; Product Identifier 2017-SW-004-AD.

(a) Applicability

This AD applies to Model EC135 P1, P2, P2+, P3, T1, T2, T2+, and T3 helicopters with a main transmission FS108 housing upper part, part number (P/N) 4649 301 034, 4649 301 067, or 4649 301 088 and a serial number listed in Table 1 of Airbus Helicopters Alert Service Bulletin EC135-63A-017, Revision 2, dated December 5, 2016 (ASB EC135-63A-017), certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an improperly manufactured bypass inlet in the oil filter area. This condition could adversely affect the oil-filter bypass function, resulting in failure of the main transmission and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD replaces AD 2013-16-14, Amendment 39-17552 (78 FR 54383, September 4, 2013).

(d) Effective Date

This AD becomes effective May 3, 2018.

(e) Compliance

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

(f) Required Actions

(1) Within 3 months, remove the oil filter element and install a corrugated washer, P/N 0630100377, in the middle of the filter housing of the housing upper part as depicted in Figure 2 of ASB EC135-63A-017.

(2) Within 5,150 hours time-in-service or at the next main transmission repair or overhaul, whichever occurs first, machine the main transmission housing upper part in accordance with Annex A of ZF Luftfahrttechnik GmbH Service Instruction No. EC135FS108-1659-1009, dated September 14, 2010.

(3) Do not install a main transmission upper part, P/N 4649 301 034, 4649 301 067, or 4649 301 088, on any helicopter unless it has been modified as required by paragraphs (f)(1) through (f)(2) of this AD.

(g) Credit for Previous Actions

Actions accomplished before the effective date of this AD in accordance with the procedures specified in Eurocopter Alert Service Bulletin EC135-63A-017, Revision 0, dated October 11, 2010, are considered acceptable for compliance with the corresponding actions specified in paragraph (f) of this AD.

(h) 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: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(i) Additional Information

(1) Eurocopter Alert Service Bulletin EC135-63A-017, Revision 0, dated October 11, 2010, which is not incorporated by reference, contains additional information about the subject of this AD. For 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.airbushelicopters.com/website/technical-expert/>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2017-0002, dated January 9, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> in the AD Docket.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6320 Main Rotor Gearbox.

(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.

(3) The following service information was approved for IBR on May 3, 2018.

(i) Airbus Helicopters Alert Service Bulletin EC135-63A-017, Revision 2, dated December 5, 2016.

(ii) Reserved.

(4) The following service information was approved for IBR on October 9, 2013 (78 FR 54383, September 4, 2013).

(i) ZF Luftfahrttechnik GmbH Service Instruction No. EC135FS108-1659-1009, dated September 14, 2010.

(ii) Reserved.

(5) For 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.airbushelicopters.com/website/technical-expert/>.

(6) 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.

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

Issued in Fort Worth, Texas, on March 19, 2018.

Scott A. Horn,

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



2018-07-02 Agusta S.p.A.: Amendment 39-19233; Docket No. FAA-2017-0940; Product Identifier 2017-SW-058-AD.

(a) Applicability

This AD applies to Agusta S.p.A. Model A109E, A109S, AW109SP, A119, and AW119 MKII helicopters, certificated in any category:

(1) With a main rotor blade (MRB) part number (P/N) 709-0104-01-111 with a serial number (S/N) 1307, 1320, 1346, 1365, 1372, 1380, 1414, 1426, 1436, 1475, or 1485;

(2) With an MRB with a P/N and S/N listed in Table 1 to paragraph (a)(2) of this AD, with 400 or fewer hours time-in-service (TIS) since first installation on a helicopter; and

P/N	S/N
709-0104-01-111	1237, 1256, 1261, 1267, 1269, 1276, 1277, 1278, 1284, 1288, 1291, 1292, 1294, 1303, 1306, 1314, 1316, 1318, 1324, 1341, 1342, 1345, 1347, 1357, 1366, 1370, 1374, 1375, 1377, 1381, 1383, 1387, 1391, 1392, 1396, 1402, 1403, 1406, 1410, 1415, 1417, 1419, 1420, 1421, 1422, 1424, 1432, 1434, 1435, 1437, 1438, 1439, 1441, 1442, 1446, 1450, 1460, 1461, 1462, 1471, 1472, 1473, 1474, 1478, 1479, 1483, 1484, 1486, 1490, 1495, 1505, 1506, 1508, 1511, 1513, or 1516
709-0103-01-111	681 or 683

Table 1 to Paragraph (a)(2)

(3) With an MRB P/N 709-0104-01-101 with a S/N K101 or DA38586004-1, or P/N 709-0104-01-111 with a S/N P451, P460, Q553, Q557, Q587, Q695, Q832, R2080, R2212 or V699, with 400 or fewer hours TIS since maintenance on the tip cap by Finmecannica between January 1, 2016, and March 31, 2017.

(b) Unsafe Condition

This AD defines the unsafe condition as disbonding of an MRB tip cap. This condition could result in loss of the MRB tip cap, severe vibrations, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 13, 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) For helicopters listed in paragraph (a)(1) of this AD:

(i) Within 5 hours TIS and thereafter at intervals not exceeding 5 hours TIS, using a tap hammer or equivalent, tap inspect each MRB tip cap for disbonding in the area depicted in Figure 1 of Leonardo Helicopters Emergency Alert Service Bulletin (EASB) EASB No. 109S-077, dated September 8, 2017; EASB No. 109SP-116, dated September 8, 2017; or EASB No. 119-085, Revision A, dated September 11, 2017; as applicable for your model helicopter. If there is any disbonding, before further flight, remove the MRB from service.

(ii) Within 25 hours TIS, remove the MRB from service.

(2) For helicopters listed in paragraph (a)(2) or (a)(3) of this AD, within 25 hours TIS and thereafter at intervals not exceeding 25 hours TIS, using a tap hammer or equivalent, tap inspect each MRB tip cap for disbonding in the area depicted in Figure 1 of Leonardo Helicopters EASB No. 109EP-157, dated September 8, 2017; EASB No. 109S-077, dated September 8, 2017; EASB No. 109SP-116, dated September 8, 2017; or EASB No. 119-085, Revision A, dated September 11, 2017; as applicable for your model helicopter. If there is any disbonding, before further flight, replace the MRB.

(3) After the effective date of this AD, do not install an MRB P/N 709-0104-01-111 with a S/N 1307, 1320, 1346, 1365, 1372, 1380, 1414, 1426, 1436, 1475, or 1485 on any helicopter.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: 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) AD No. 2017-0176-E, dated September 14, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-0940.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6210 Main Rotor Blades.

(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 Emergency Alert Service Bulletin No. 109EP-157, dated September 8, 2017.

(ii) Leonardo Helicopters Emergency Alert Service Bulletin No. 109S-077, dated September 8, 2017.

(iii) Leonardo Helicopters Emergency Alert Service Bulletin No. 109SP-116, dated September 8, 2017.

(iv) Leonardo Helicopters Emergency Alert Service Bulletin No. 119-085, Revision A, dated September 11, 2017.

(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 March 21, 2018.

Scott A. Horn,

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