

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2019-11

5/13/2019 - 5/26/2019



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 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

Biweekly 2019-09

2019-07-07		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO105LS A-3, MBB-BK 117A-1, MBB-BK 117A-3, MBB-BK 117A-4, MBB-BK 117B-1, MBB-BK 117B-2, MBB-BK 117C-1, MBB-BK 117C-2, and MBB-BK 117D-2 helicopters
2019-07-08		GA 8 Airvan (Pty) Ltd	GA8 and Model GA8-TC320 airplanes
2019-07-10	A 2010-26-09	Northrop Grumman LITEF GmbH	LCR-100 Attitude and Heading Reference System

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

2019-08-51	E	Cirrus Design Corporation (Cirrus)	SF50 airplanes
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Biweekly 2019-10

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

Biweekly 2019-11

2019-08-10		Bell Helicopter Textron Canada Limited (Bell)	Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, and 407 helicopters
2019-08-13		Textron Aviation, Inc.	Models 525, 525A, and 525B airplanes
2019-09-02	R 2018-17-01	Bell Helicopter Textron, Inc. (Bell)	Bell Model 212, 412, 412CF, and 412EP helicopters
2019-09-03		Airbus Helicopters	Model AS332C, AS332C1, AS332L, and AS332L1 helicopters
2019-10-51	E	Airbus Helicopters Deutschland GmbH (Airbus)	Model MBB-BK 117 C-2 helicopters



2019-08-10 Bell Helicopter Textron Canada Limited (Bell): Amendment 39-19631; Docket No. FAA-2018-0740; Product Identifier 2016-SW-045-AD.

(a) Applicability

This AD applies to Bell Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, and 407 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a blocked oil line restrictor. This condition could cause failure of the freewheel assembly, which could result in failure of the main rotor mast and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective June 24, 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) For all helicopters:

(i) Inspect the oil line restrictor for blockage. If there is any blockage in the restrictor, before further flight, inspect the freewheel assembly clutch, inner shaft, outer shaft, forward seal, cap, and bearings for wear, corrosion, nicks, scratches, and cracks; the splines for wear, cracks, chipped teeth, and broken teeth; the housing for flaking; and for free rotation and engagement of the clutch and bearing. If there is any damage that exceeds allowable limits or if the clutch or bearing does not engage or freely rotate, before further flight, repair or replace the freewheel assembly.

(ii) Clean, inspect, and flush each removed fitting, restrictor, tube, hose, and filter with dry cleaning solvent. Do not approve for return to service until each restrictor is free from contamination.

(2) For Model 206A, 206B, 206L, 206L-1, 206L-3, and 206L-4 helicopters with a reducer, replace the reducer with a filter part number 50-075-1.

(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

(1) Bell Helicopter Alert Service Bulletin (ASB) 206-14-132, ASB 206L-14-174, and ASB 407-14-106, all Revision A and dated February 9, 2016, which are not incorporated by reference, contain additional information about the subject of this AD. For 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/>. 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 Transport Canada AD No. CF-2016-13, dated May 2, 2016. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2018-0740.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6300, Main Rotor Drive System.

Issued in Fort Worth, Texas, on May 3, 2019.

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



2019-08-13 Textron Aviation, Inc. (Type certificate previously held by Cessna Aircraft Company): Amendment 39-19634; Docket No. FAA-2019-0350; Product Identifier 2019-CE-025-AD.

(a) Effective Date

This AD becomes effective May 24, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation, Inc. (type certificate previously held by Cessna Aircraft Company) Models 525, 525A, and 525B airplanes, certificated in any category, with Tamarack active load alleviation system (ATLAS) winglets installed in accordance with Supplemental Type Certificate (STC) SA03842NY.

(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 malfunction of the ATLAS, which could cause difficulty for the pilot to recover the airplane to safe flight. We are issuing this AD to prevent failure of the Tamarack ATLAS winglets, which may lead to the pilot's inability to control the airplane.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (3) of this AD.

(1) Before further flight after May 24, 2019 (the effective date of this AD):

(i) Revise the Operating Limitations section of the airplane flight manual (AFM) to prohibit further flight. You may insert a copy of this AD into the Operating Limitations section of the AFM to comply with this requirement.

(ii) Fabricate and install a placard in the cockpit of the airplane, in plain view of the pilot, with the following text: ALL FLIGHT IS PROHIBITED.

(2) In addition to the provisions of 14 CFR 43.3 and 43.7, the actions required by paragraph (f)(1) of this AD may be performed 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) through (4) and 14 CFR 91.417(a)(2)(v). The record must be

maintained as required by 14 CFR 91.417. This authority is not applicable to aircraft being operated under 14 CFR part 119.

(3) You may remove the AFM revision and placard required by paragraph (f)(1) of this AD after incorporating an FAA-approved modification. To obtain FAA-approval, the modification method must be approved by the Manager, New York ACO Branch, and the approval letter must specifically refer to this AD. To contact the New York ACO Branch, you may use the contact information found in paragraph (g) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, New York ACO 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: Program Manager, Continued Operational Safety FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228-7300; fax: (516) 794-5531; email: 9-avs-nyaco-cos@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.

(h) Special Flight Permit

A special flight permit may be issued to allow 10 hours time-in-service for non-passenger carrying flight under the operating limitations in figure 1 to this paragraph of this AD.

Model	Operating Limitations
Cessna 525	<ul style="list-style-type: none"> a) Aircraft is operated at FL250 or below. b) Aircraft is operated at or below 140 KIAS c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
Cessna 525A	<ul style="list-style-type: none"> a) Aircraft is operated at FL250 or below. b) Aircraft is operated at or below 161 KIAS c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
Cessna 525B	<ul style="list-style-type: none"> a) Aircraft is operated at FL250 or below. b) Aircraft is operated at or below 161 KIAS c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.

Figure 1 to paragraph (h) of this AD

(i) Related Information

Refer to MCAI European Aviation Safety Agency AD No.: 2019-0086-E, dated April 19, 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-2019-0350.

Issued in Kansas City, Missouri, on May 20, 2019.

Melvin J. Johnson,

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

[FR Doc. 2019-10993 Filed 5-22-19; 11:15 am]

BILLING CODE 4910-13-P



2019-09-02 Bell Helicopter Textron, Inc. (Bell): Amendment 39-19636; Docket No. FAA-2018-0953; Product Identifier 2018-SW-079-AD.

(a) Effective Date

This AD is effective June 4, 2019.

(b) Affected ADs

This AD replaces AD 2018-17-01, Amendment 39-19355 (83 FR 42205, August 21, 2018).

(c) Applicability

This AD applies to Bell Model 212, 412, 412CF, and 412EP helicopters, certificated in any category, with an engine oil check valve part number (P/N) 209-062-520-001 or fuel check valve P/N 209-062-607-001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), except a check valve marked “TQL” next to the manufacturing date code, installed.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Codes: 7900 Engine Oil System and 2800 Aircraft Fuel System.

(e) Unsafe Condition

This AD defines the unsafe condition as a cracked or leaking check valve, which could result in loss of lubrication or fuel to the engine, failure of the engine or a fire, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 25 hours time-in-service, replace each fuel check valve and each engine oil check valve.

(2) After the effective date of this AD, do not install on any helicopter a check valve P/N 209-062-520-001 or P/N 209-062-607-001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), except for a check valve marked “TQL” next to the manufacturing date code.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO 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 (i) 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.

(i) Related Information

For more information about this AD, contact Jurgen E. Priester, Aviation Safety Engineer, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5159; email jurgen.e.priester@faa.gov.

Issued in Fort Worth, Texas, on May 1, 2019.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2019-10310 Filed 5-17-19; 8:45 am]



2019-09-03 Airbus Helicopters: Amendment 39-19637; Docket No. FAA-2017-1124; Product Identifier 2017-SW-073-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, with a cabin sliding plug door installed in accordance with Airbus Helicopters modification (MOD) 0722338, except helicopters with a plug door jettison system installed in accordance with MOD 0725366.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a cabin sliding door to jettison, which could prevent helicopter occupants from evacuating the helicopter during an emergency.

(c) Effective Date

This AD becomes effective June 24, 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 110 hours time-in-service (TIS) or before the next operation over water, whichever occurs first, inspect the jettisoning mechanism of the left-hand and right-hand cabin doors for correct operation:

(1) Pull the jettisoning handle and determine whether the cable clamp contacts the top or bottom horizontal cables, using as a reference the photographs under paragraph 3.B.2 of Airbus Helicopters Alert Service Bulletin ASB No. AS332-52.00.56, Revision 0, dated January 30, 2017 (ASB).

(2) If there is contact between a cable clamp and a horizontal cable, before further flight, install both cable clamps as depicted in the bottom photograph under paragraph 3.B.2 of the ASB.

(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

(1) Eurocopter Service Bulletin No. 332-52.00.28, Revision 1, dated April 29, 1998, 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.helicopters.airbus.com/website/en/ref/Technical-Support_73.html. You may review the referenced 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. 2017-0022, dated February 8, 2017. You may view the EASA AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2017-1124.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5200, Doors.

(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) Airbus Helicopters Alert Service Bulletin ASB No. AS332-52.00.56, Revision 0, dated January 30, 2017.

(ii) [Reserved]

(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 May 1, 2019.

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



DATE: May 16, 2019

AD #: 2019-10-51

• Emergency Airworthiness Directive (AD) 2019-10-51 is sent to owners and operators of Airbus Helicopters Deutschland GmbH (Airbus) Model MBB-BK 117 C-2 helicopters.

Background

• This emergency AD was prompted by reports of fatigue cracks in the fuselage frame, through the left-hand door frame webs and frame cap at station 4135. These cracks occurred on certain serial numbered helicopters with Supplemental Type Certificate (STC) SR00592DE installed. The cracks initiated under the doubler that reinforces the door frame where recessed medical wall fittings are attached. In one case, the crack under the doubler propagated through the inboard frame cap and onto the inboard web. This condition, if not corrected, could result in excessive vibration, an in-flight breakup, and subsequent loss of control of the helicopter. Although the exact cause of this unsafe condition is still being investigated, we have determined that the cracks are a result of the recessed medical wall rack installation.

Relevant Service Information

• We reviewed Air Methods Alert Service Bulletin ASB19-03, Revision IR, dated May 6, 2019 (ASB). The ASB requires removing the recessed medical wall rack and describes procedures for inspecting the door frame at the forward medical wall rack doubler for cracks. If cracks are discovered, the ASB specifies that the aircraft is grounded until repairs are made.

FAA's Determination

• We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of this same type design.

AD Requirements

- This emergency AD requires the following for certain serial-numbered helicopters:
 -
 - Before further flight, removing the recessed medical wall rack, inspecting the fuselage frame box beam structure for cracks and loose rivets, and making repairs if necessary or reinstalling the inboard web of the box beam and the cabin interior panels with the medical wall rack to remain removed.
 - Within 10 hours time-in-service (TIS) after the required inspections, providing the inspection results, photographs of inspected areas, total helicopter hours TIS since installation of STC SR00592DE, and the helicopter serial number to the FAA.

This emergency AD also prohibits installing on any helicopter recessed medical wall assembly part number (P/N) 778-1400-001, wall mount fittings P/N 900-9959-001, aft medical wall

doubler P/N 900-9989, and medical wall long doubler P/N 900-6021 at stations 4135 and 4963.19 as part of STC SR00592DE.

Differences between This Emergency AD and the Service Information

This emergency AD requires the inspections before further flight, whereas the ASB specifies within 10 flight hours. This emergency AD requires a single inspection before further flight, whereas the ASB specifies repetitive inspections every 200 hours TIS following the initial inspection. This emergency AD does not require contacting Air Methods for disposition on the discovery of cracks, whereas the ASB does.

Interim Action

- We consider this emergency AD interim action. The inspection reports that are required by this emergency AD will enable us to obtain better insight into the cause of the cracking and eventually to develop final action to address the unsafe condition. Once final action has been identified, we might consider further rulemaking. Also, we are currently considering requiring repetitive inspections of the frame. However, the planned compliance time for those inspections would allow enough time to provide notice and opportunity for prior public comment on the merits of the repetitive inspections.

Costs of Compliance

- We estimate that this emergency AD affects 10 helicopters of U.S. registry. We estimate the following costs to comply with this emergency AD. Labor costs are estimated at \$85 per work-hour. Removing the recessed medical wall rack takes about 0.25 work-hour, inspecting for cracks and loose rivets takes about 8 work-hours, and reporting the required information takes about 1 work-hour for an estimated cost of \$786 per helicopter and \$7,860 for the affected U.S. fleet. Thirty-three blind rivets at about \$1.50 each are required to reinstall the inboard web if there are no cracks for a total cost of \$50.00. Loose fitting/doubler rivets cost about \$1.50 each. We have no way of estimating the cost to repair any cracked structure.

- **Paperwork Reduction Act**

- A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

Authority for this Rulemaking

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

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

Presentation of the Actual Emergency AD

- We are issuing this emergency AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

- **2019-10-51 Airbus Helicopters Deutschland GmbH:** Product Identifier 2019-SW-013-AD.

(a) Effective Date

- This emergency AD is effective upon receipt.

(b) Affected ADs

- None.

(c) Applicability

- This emergency AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 C-2 helicopters, certificated in any category.

(d) Subject

- Joint Aircraft System Component (JASC) of America Code: 5311, Fuselage main frame.

(e) Unsafe Condition

- This emergency AD was prompted by reports of fatigue cracks in a fuselage frame. We are issuing this emergency AD to correct the unsafe condition on these helicopters.

(f) Compliance

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

(g) Required Actions

(1) For helicopters with serial numbers 9069, 9185, 9255, 9377, 9389, 9403, 9411, 9457, 9529, or 9637, before further flight:

(i) Remove the recessed medical wall rack in accordance with Part 1, paragraphs 4.1. through 4.3., of Air Methods Alert Service Bulletin ASB19-03, Revision IR, dated May 6, 2019 (ASB).

(ii) Inspect the fuselage frame box beam structure for cracks and loose rivets at station 4135 in accordance with Part 2, paragraphs 5.1 through 5.4., of the ASB, except you are not required to contact Air Methods for disposition if cracks are found. Instead, if there is a crack, repair using a

method approved by the Manager, Denver ACO Branch, Compliance & Airworthiness Division, FAA, 26805 East 68th Ave., Room 214, Denver, CO 80249; telephone (303) 342-1081; email: 9-Denver-Aircraft-Cert@faa.gov. Replace any loose rivets.

(iii) If there are no cracks, reinstall the inboard web of the box beam and the cabin interior panels in accordance with Part 2, paragraphs 5.5. and 5.6. of the ASB. Do not reinstall the recessed medical wall rack.

(2) For helicopters with serial numbers 9069, 9185, 9255, 9377, 9389, 9403, 9411, 9457, 9529, or 9637, within 10 hours time-in-service (TIS) after the required inspections, provide the inspection results, photographs of inspected areas, total helicopter hours TIS since installation of Supplemental Type Certificate (STC) SR00592DE, and helicopter serial number to the attention of the person identified in paragraph (j)(1) of this emergency AD. This information is required even if there are no cracks.

(3) For all helicopters, after the effective date of this emergency AD, do not install on any helicopter recessed medical wall assembly part number (P/N) 778-1400-001, wall mount fittings P/N 900-9959-001, aft medical wall doubler P/N 900-9989, and medical wall long doubler P/N 900-6021 at stations 4135 and 4963.19 as part of STC SR00592DE.

(h) Paperwork Reduction Act Burden Statement

- A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(i) Alternative Methods of Compliance (AMOCs)

- (1) The Manager, Denver ACO Branch, FAA, has the authority to approve AMOCs for this emergency 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 emergency AD and notify the Denver ACO Branch of the request by email at: 9-Denver-Aircraft-Cert@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 further information about this emergency AD, contact: Cynthia Bradley, Aviation Safety Engineer, Denver ACO Branch, Compliance & Airworthiness Division, FAA, 26805 East 68th Ave., Room 214, Denver, CO 80249; telephone (303) 342-1082; email cynthia.bradley@faa.gov.

- (2) For copies of the service information referenced in this emergency AD, contact: Air Methods Corporation, 5500 South Quebec Street, Suite 300, Greenwood Village, CO 80111; telephone (303) 792-7557 or at <http://www.unitedrotorcraft.com/>. You may view this referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

Issued in Fort Worth, Texas, on May 16, 2019.

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