

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2019-03

1/21/2019 - 2/3/2019



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

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



2019-01-02 Aspen Avionics, Inc.: Amendment 39-19541; Docket No. FAA-2018-1085; Product Identifier 2018-SW-100-AD.

(a) Effective Date

This AD is effective February 7, 2019.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Aspen Avionics, Inc., Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display (MFD), EFD1000 Emergency Backup Display, or EFD500 MFD units, that are installed on various aircraft and meet all conditions in paragraphs (c)(1)(i), (c)(1)(ii), and (c)(1)(iii) of this AD.

(i) Software version 2.9 (SW 2.9) is installed;

(ii) The Flight Information Service-Broadcast (FIS-B) Weather Interface option is enabled; and

(iii) Independent airspeed, attitude, and altitude back-up instruments are not installed.

(2) Airplanes known to have these flight display units installed include, but are not limited to, the following:

(i) Aermacchi S.p.A. Model S.205–18/F, S.205–18/R, S.205–20/F, S.205–20/R, S.205–22/R, S.208, and S.208A airplanes;

(ii) Aeronautica Macchi S.p.A. Model AL 60 (previously designated as Model LASA 60), AL 60-B, AL 60-C5, and AL 60-F5 airplanes;

(iii) Aerostar Aircraft Corporation Model PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), and PA-60-602P (Aerostar 602P) airplanes;

(iv) Alexandria Aircraft, LLC (type certificate previously held by Bellanca, Inc.), Model 14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-30A, 17-31, 17-31A, 17-31ATC, and 17-31TC airplanes;

(v) American Champion Aircraft Corp. Model 402, 7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC, and 8KCAB airplanes;

(vi) APEX Aircraft Model CAP 10 B airplanes;

(vii) Cirrus Design Corporation Model SR20 and SR22 airplanes;

(viii) Commander Aircraft Corporation (type certificate previously held by CPAC, Inc.) Model 112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC airplanes;

(ix) Consolidated Vultee Aircraft Corporation, Stinson Division, Model V-77 (Army AT-19) airplanes;

(x) Diamond Aircraft Industries, Inc., Model DA20-A1 and DA20-C1 airplanes;

(xi) Diamond Aircraft Industries, Inc. (type certificate previously held by Diamond Aircraft Industries GmbH), Model DA 40 and DA 40F airplanes;

(xii) Discovery Aviation, Inc. (type certificate previously held by Liberty Aerospace Incorporated), Model XL-2 airplanes;

(xiii) Dynac Aerospace Corporation Model Aero Commander 100, Aero Commander 100A, Aero Commander 100-180, Volaire 10, and Volaire 10A airplanes;

(xiv) EADS-PZL “Warszawa-Okecie” S.A. (type certificate previously held by Panstwowe Zaklady Lotnicze) Model PZL-104 WILGA 80, PZL-104M WILGA 2000, PZL-104MA WILGA 2000, PZL-KOLIBER 150A, and PZL-KOLIBER 160A airplanes;

(xv) Extra Flugzeugproduktions- und Vertriebs- GmbH (type certificate previously held by Extra Flugzeugbau GmbH) Model EA 300, EA 300/L, EA 300/S, EA 300/200, and EA 400 airplanes;

(xvi) Frakes Aviation (type design controlled by FAA, Southern Region, for Grumman American Aviation Corporation) Model G-44 (Army OA-14, Navy J4F-2), G-44A, and SCAN Type 30 airplanes;

(xvii) FS 2003 Corporation (type certificate previously held by The New Piper Aircraft, Inc.) Model PA-12 and PA-12S airplanes;

(xviii) GROB Aircraft AG (type certificate previously held by GROB Aerospace GmbH i.l.) Model G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG, and G120A airplanes;

(xix) Helio Aircraft, LLC, Model H-250, H-295 (USAF U-10D), H-391 (USAF UL-24), H-391B, H-395 (USAF L-28A and U-10B), H-395A, H-700, H-800, HST-550, HST-550A (USAF AU-24A), and HT-295 airplanes;

(xx) Interceptor Aviation, Inc. (type certificate previously held by Interceptor Aircraft Corporation), Model 200, 200A, 200B, 200C, 200D, and 400 airplanes;

(xxi) Lockheed Martin Aeronautics Company Model 402-2 airplanes;

(xxii) Maule Aerospace Technology, Inc. (type certificate previously held by Maule Aircraft Corporation), Model Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4-180C, M-4-180S, M-4-180T, M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-5-180C, M-5-200, M-5-210C, M-5-210TC, M-5-220C, M-5-235C, M-6-180, M-6-235, M-7-235, M-7-235A, M-7-235B, M-7-235C, M-7-260, M-7-260C, M-7-420A, M-7-420AC, M-8-235, MT-7-235, MT-7-260, MT-7-420, MX-7-160, MX-7-160C, MX-7-180, MX-7-180A, MX-7-180AC, MX-7-180B, MX-7-180C, MX-7-235, MX-7-420, MXT-7-160, MXT-7-180, and MXT-7-180A airplanes;

(xxiii) Mooney Aircraft Corporation Model M22 airplanes.

(xxiv) Mooney International Corporation (type certificate previously held by Mooney Aviation Company, Inc.) Model M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, and M20S airplanes;

(xxv) Pacific Aerospace, Ltd. (type certificate previously held by Found Aircraft Canada, Inc.), Model FBA-2C, FBA-2C1, and FBA-2C2 airplanes;

(xxvi) Pilatus Aircraft, Ltd., Model PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes;

(xxvii) Piper Aircraft, Inc. (type certificate previously held by The New Piper Aircraft, Inc.), Model PA-18, PA-18 “105” (Special), PA-18 “125” (Army L-21A), PA-18 “135” (Army L-21B), PA-18 “150,” PA-18A, PA-18A”135,” PA-18A “150,” PA-18AS “125,” PA-18AS “135,” PA-18AS “150,” PA-18S, PA-18S “105” (Special), PA-18S “125,” PA-18S “135,” PA-18S “150,” PA-19 (Army L-18C), PA-19S, PA-20, PA-20 “115,” PA-20 “135,” PA-20S, PA-20S “115,” PA-20S “135,” PA-22, PA-22-108, PA-22-135, PA-22-150, PA-22-160, PA-22S-135, PA-22S-150, PA-22S-160, PA-23, PA-23-160, PA-23-235, PA-23-250, PA-24, PA-24-250, PA-24-260, PA-24-400, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-28S-160, PA-28S-180, PA-30, PA-32-260, PA-32-300, PA-32-301, PA-32-301FT, PA-32-301T, PA-32-301XTC, PA-32R-300, PA-32R-301 (HP), PA-32R-301 (SP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-34-200, PA-34-200T, PA-34-220T, PA-39, PA-40, PA-44-180, PA-44-180T, PA-46-310P, and PA-46-350P airplanes;

(xxviii) Polskie Zaklady Lotnicze Spolka zo.o (type certificate previously held by PZL MIELEC) Model PZL M26 01 airplanes;

(xxix) Revo, Incorporated Model Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, and Lake Model 250 airplanes;

(xxx) Robert E. Rust, Jr. (type certificate previously held by Robert E. Rust), Model DHC-1 Chipmunk Mk 21, DHC-1 Chipmunk Mk 22 and DHC-1 Chipmunk Mk 22A airplanes;

(xxxi) Sierra Hotel Aero, Inc. (type certificate previously held by Navion Aircraft, LLC), Model Navion (Army L-17A), Navion A (Army L-17B and L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, and Navion H airplanes;

(xxxii) Slingsby Aviation, Ltd., Model T67M260 and T67M260-T3A airplanes;

(xxxiii) SOCATA (type certificate previously held by Socata Groupe Aerospatiale) Model MS 880B, MS 885, MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235C, Rallye 235E, TB 9, TB 10, TB 20, TB 21, and TB 200 airplanes;

(xxxiv) SOCATA, S.A., Socata Groupe Aerospatiale, Model GA-7 (Cougar) airplanes;

(xxxv) Spartan Model 7W (Army UC-71) airplanes;

(xxxvi) Swift Museum Foundation, Inc., Model GC-1A and GC-1B airplanes;

(xxxvii) Symphony Aircraft Industries, Inc. (type certificate previously held by Ostmecklenburgische Flugzeugbau GmbH), Model OMF-100-160 and SA 160 airplanes;

(xxxviii) Textron Aviation, Inc. (type certificate previously held by Cessna Aircraft Company), Model 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, 152, 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172RG, 172S, 175, 175A, 175B, 175C, 177, 177A, 177B, 177RG, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, 185, 185A, 185B, 185C, 185D, 185E, 206, 206H, 207, 207A, 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, 210-5 (205), 210-5A (205A), 310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, 310I, 310J, 310J-1, 310K, 310L, 310N, 310P, 310Q, 310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320-1, 335, 336, 337, 337A, 337B, 340, 340A, A150K, A150L, A150M, A152, A185E, A185F, E310H, E310J, LC40-550FG, LC41-550FG, LC42-550FG, P172D, P206, P206A, P206B, P206C, P206D, P206E, P210N, P210R, R172E (USAF T-41B, USAF T-41C or D), R172F (USAF T-41D), R172G (USAF T-41C or D), R172H (USAF T-41D), R172J, R172K, R182, T182, T182T, T206H, T207, T207A, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R, T-303, T310P, T310Q, T310R, TP206A, TP206B, TP206C, TP206D, TP206E, TR182, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F, and U206G airplanes;

(xxxix) Textron Aviation, Inc. (type certificate previously held by Hawker Beechcraft Corporation and Beechcraft Corporation), Model 19A, 23, 35, 35R, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 36, 45 (YT-34), 50 (L-23A), 56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 76, 95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42), 95-C55, 95-C55A, A23, A23A, A23-19, A23-24, A24, A24R, A35, A36, A36TC, A45 (T-34A, B-45), A56TC, B19, B23, B24R, B35, B36TC, B50 (L-23B), B95, B95A, C23, C24R, C35, C50, D35, D45 (T-34B), D50 (L-23E), D50A, D50B, D50C, D50E, D50E-5990, D55, D55A, D95A, E33, E33A, E33C, E35, E50 (L-23D, RL-23D), E55, E55A, E95, F33, F33A, F33C, F35, F50, G33, G35, G50, H35, H50, J35, J50, K35, M19A, M35, N35, P35, S35, V35, V35A, and V35B airplanes;

(xl) The Boeing Company (type certificate previously held by Rockwell International) Model AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6), BC-1A, SNJ-7, and T-6G airplanes;

(xli) The King's Engineering Fellowship (TKEF) Model 44 airplanes;

(xlii) The Waco Aircraft Company (type certificate transferred to the public domain) Model YMF airplanes;

(xliii) Topcub Aircraft, Inc. (type certificate previously held by Cub Crafters, Inc.), Model CC18-180 and CC18-180A airplanes;

- (xliv) True Flight Holdings, LLC (type certificate previously held by Tiger Aircraft, LLC), Model AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, AA-5B, and AG-5B airplanes;
- (xlv) Twin Commander Aircraft, LLC, Model 500, 520, 560, and 560A airplanes;
- (xlvi) Univair Aircraft Corporation Model 108, 108-1, 108-2, 108-3, and 108-5 airplanes;
- (xlvii) Viking Air Limited (type certificate previously held by Bombardier, Inc., and deHavilland, Inc.) Model DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes;
- (xlviii) Vulcanair S.p.A. (type certificate previously held by Partenavia Costruzioni Aeronautiche S.p.A.) Model AP68TP-300 "Spartacus," AP68TP-600 "Viator," P.68, P.68 "Observer," P.68 "Observer 2," P.68B, P.68C, P.68C-TC, and P.68TC "Observer" airplanes;
- (xlix) WSK PZL Mielec and OBR SK Mielec Model PZL M20 03 airplanes;
- (l) W.Z.D. Enterprises, Inc. (type certificate previously held by JGS Properties, LLC, and Quartz Mountain Aerospace, Inc.), Model 11A and 11E airplanes;
- (li) Zenair, Ltd., Model CH2000 airplanes; and
- (lii) Zlin Aircraft a.s. (type certificate previously held by Moravan a.s.) Model Z-143L and Z-242L airplanes.

(d) Subject

Joint Aircraft System Component (JASC): 3410, Flight Environment Data; and 3420, Attitude and Direction Data System.

(e) Unsafe Condition

This AD was prompted by reports of repetitive uncommanded resetting of the flight display units. We are issuing this AD to prevent intermittent loss of airspeed, attitude, and altitude information during flight. The unsafe condition, if not addressed, could result in loss of control of the airplane in Instrument Meteorological Conditions (IMC) or at night.

(f) Compliance

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

(g) Required Actions

Before the next flight in IMC or at night, or within 25 hours' time-in-service, whichever occurs first:

(1) Disable the Automatic Dependent Surveillance-Broadcast (ADS-B) In function in each unit by following the Procedure, paragraphs 5.2.a. and b., of Aspen Avionics Mandatory Service Bulletin No. SB2018-01, dated November 21, 2018 (SB2018-01); except, where SB2018-01 specifies contacting an Aspen Avionics dealer to disable the ADS-B In function, this AD requires disabling the ADS-B IN function using a method approved in accordance with paragraph (h) of this AD.

(2) Revise the Airplane Flight Manual Supplement in accordance with paragraph 5.2.c of SB2018-01.

Note 1 to paragraph (g)(2) of this AD: The AFM for the aircraft affected by this AD is required to be furnished with the aircraft, per 14 CFR 23.1581. Further, operators of the aircraft affected by this AD must operate in accordance with the limitations specified in the AFM, per 14 CFR 91.9.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth 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 (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 Kristi Bradley, Aerospace Engineer, COS Section, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5140; email kristin.bradley@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Aspen Avionics Mandatory Service Bulletin No. SB2018-01, dated November 21, 2018 (the date is printed only on the first page).

(ii) [Reserved]

(3) For service information identified in this AD, contact Aspen Avionics, Inc., 5001 Indian School Rd. NE, Suite 100, Albuquerque, NM 87110; telephone 888-992-7736; email fieldserviceengineers@aspenavionics.com; or at <https://aspenavionics.com/>.

(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 Kansas City, Missouri, on January 16, 2019.

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