FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2019-16

7/22/2019 - 8/4/2019

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

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AD No.	Information	Manufacturer	Applicability

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

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

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.	Glasfügel 304C, Glasfügel 304CZ, and Glasfügel 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

AD No.	Information	Manufacturer	Applicability

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

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

Biweekly 2019-12

2019-09-04		Leonardo S.p.A.	Model AW109SP helicopters
2019-10-04		BRP-Rotax GmbH & Co KG	BRP-Rotax GmbH & Co KG (Rotax) 912 F2, 912 F3, and 912 F4, 912 S2, 912 S3, and 912 S4, Rotax 914 F2, 914 F3, and 914 F4, and Rotax 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 engines
2019-10-07		Pilatus Aircraft Ltd	Models PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/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, PC-6/C1-H2, PC-6-H1, PC-6-H2 airplanes
2019-11-04		Airbus Helicopters Deutschland GmbH	Model MBB-BK 117 D-2 helicopters
2019-11-05		Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2019-13

2019-08-51		Cirrus Design Corporation	Model SF50 airplanes
2019-10-06		Aviat Aircraft Inc	Models A-1C-180 and A-1C-200 airplanes
2019-11-07		Rolls-Royce plc	(RR) RB211-524G2-19, RB211-524G2-T-19, RB211-524G3-19, RB211-524G3-T-19, RB211-524H2-19, RB211-524H2-T-19, RB211-524H-36 and RB211-524H-T-36 engines
2019-11-08		International Aero Engines	PW1133G-JM, PW1133GA-JM, PW1130G-JM, PW1129G-JM, PW1127G-JM, PW1127GA-JM, PW1127G1-JM, PW1124G-JM, PW1124G1-JM, and PW1122G-JM model turbofan engines
2019-12-01		CFM International S.A	LEAP-1B21, -1B23, -1B25, -1B27, -1B28, -1B28B1, -1B28B2, -1B28B3, -1B28B2C, -1B28BBJ1, and -1B28BBJ2 model turbofan
2019-12-05		CFM International S.A	CFM56-5B1, -5B2, -5B4, -5B5, -5B6, -5B7, -5B1/P, -5B2/P, -5B3/P, -5B4/P, -5B5/P, -5B6/P, -5B7/P, -5B8/P, -5B9/P, -5B3/P1, -5B4/P1, -5B1/2P, -5B2/2P, -5B3/2P, -5B4/2P, -5B6/2P, -5B9/2P, -5B3/2P1, -5B4/2P1, -7B20, -7B22, -7B24, -7B26, -7B27, -7B22/B1, -7B24/B1, -7B26/B1, -7B26/B2, -7B27/B1, -7B27/B3, -7B20/2, -7B22/2, -7B24/2, -7B26/2, -7B27/2, -7B27A model turbofan engines

Biweekly 2019-14

2019-12-06		Leonardo S.p.A.	Model AW139 helicopters
2019-12-12		Piper Aircraft, Inc.	Model PA-46-600TP (M600) airplanes
2019-12-14		Airbus Helicopters Deutschland GmbH	Model MBB-BK 117 C-2 helicopters
2019-12-15		Leonardo S.p.A	Model AB139 and AW139 helicopters
2019-12-18		Robinson Helicopter Company	Model R44 II helicopters

AD No.	Information	Manufacturer	Applicability

Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2019-15

2019-12-09	Rockwell Collins, Inc.	Flight Display System

Biweekly 2019-16

2019-13-03	Trig Avionics Limited	TT31 Mode S transponders, AXP340 Mode S transponders and KT74 Mode S transponders
2019-13-05	Sikorsky Aircraft Corporation	Model S-92A helicopters
2019-14-01	Rolls-Royce Deutschland Ltd & Co KG	TAY 650-15 and TAY 651-54 turbofan engines
2019-14-05	B/E Aerospace Fischer GmbH	Common Seats 170/260 H160
2019-15-05	Rolls-Royce Deutschland Ltd & Co KG	Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3 engines

2019-13-03 Trig Avionics Limited: Amendment 39-19676; Docket No. FAA-2018-1081; Product Identifier 2018-NE-39-AD.

(a) Effective Date

This AD is effective August 27, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

(1) Trig Avionics Limited TT31 Mode S transponders, part number (P/N) 00220-00-01 and P/N 00225-00-01, with a serial number (S/N) from 05767 to S/N 09715 inclusive, and Modification (Mod) Level 6 or below, installed.

(2) Avidyne Corporation AXP340 Mode S transponders, P/N 200-00247-0000, also marked with Trig Avionics P/N 01155-00-01, with a S/N from 00801 to S/N 01377 inclusive, and Mod Level 0, installed.

(3) BendixKing/Honeywell International KT74 Mode S transponders, P/N 89000007-002001, also marked with Trig Avionics P/N 01157-00-01, with a S/N from 01143 to S/N 02955 inclusive, and Mod Level 0, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 3452, ATC transponder system.

(e) Unsafe Condition

This AD was prompted by the discovery that the retaining cam that engages in the mounting tray may not withstand g-forces experienced during an emergency landing. The FAA is issuing this AD to prevent the transponder from detaching from the avionics rack. The unsafe condition, if not addressed, could result in damage to the fuel system or emergency evacuation equipment, or injury to aircraft occupants.

(f) Compliance

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

(g) Required Actions

(1) Within 90 days after the effective date of this AD, inspect the transponder installation to determine if the transponder is installed in a conventional aft-facing avionics rack.

(2) If the transponder is installed in a conventional aft-facing avionics rack, no further action is required.

(3) If the transponder is not installed in a conventional aft-facing avionics rack, remove the transponder before further flight.

(4) Use the Accomplishment Instructions, paragraphs 4-8, to determine if the part is eligible for repair and re-installation, for the appropriate transponder, per Trig Avionics Limited Service Bulletin (SB) SUP/TT31/027, Issue 1.0, dated October 1, 2018; Trig Avionics Limited SB SUP/AXP340/002, Issue 1.0, dated October 1, 2018; or Trig Avionics Limited SB SUP/KT74/005, Issue 1.0, dated October 1, 2018.

(h) Installation Prohibition

After the effective date of this AD, do not install an affected transponder on any aircraft, unless the transponder is installed in a conventional aft-facing avionics rack as defined in this AD.

(i) No Reporting Requirement

No reporting requirement contained within the SBs referenced in paragraph (g)(4) of this AD is required by this AD.

(j) Definition

For the purpose of this AD, a conventional aft-facing avionics rack is defined as an installation with the control panel oriented in opposition to the direction of flight (aft facing).

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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 ACO Branch, send it to the attention of the person identified in paragraph (l)(1) 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.

(l) Related Information

(1) For more information about this AD, contact Min Zhang, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7161; fax: 781-238-7199; email: min.zhang@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0247, dated November 13, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2018-1081.

(m) Material Incorporated by Reference

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

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

(i) Trig Avionics Limited Service Bulletin (SB) SUP/TT31/027, Issue 1.0, dated October 1, 2018.

(ii) Trig Avionics Limited SB SUP/AXP340/002, Issue 1.0, dated October 1, 2018.

(iii) Trig Avionics Limited SB SUP/KT74/005, Issue 1.0, dated October 1, 2018.

(3) For Trig Avionics Limited service information identified in this AD, contact Trig Avionics Limited, Heriot Watt Research Park, Riccarton, Edinburgh EH14 4AP, United Kingdom; phone: +44 131 449 8810; fax: +44 131 449 8811; email: support@trig-avionics.com; internet: https://trig-avionics.com.

(4) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on July 16, 2019.

Robert J. Ganley,

Manager, Engine and Propeller Standards Branch,

Aircraft Certification Service.

2019-13-05 Sikorsky Aircraft Corporation: Amendment 39-19678; Docket No. FAA-2016-8501; Product Identifier 2014-SW-042-AD.

(a) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-92A helicopters, certificated in any category, with a forward station (STA) 328 or aft STA 362 frame assembly with a part number (P/N) as shown in Figure 1 to paragraphs (a) and (e) of this AD, Figure 2 to paragraphs (a) and (e) of this AD, Figure 3 to paragraphs (a) and (e)(2) of this AD, or Figure 4 to paragraphs (a) and (e)(2) of this AD.

Figure 1 to Paragraphs (a) and (e)

Forward STA 328 Frame Assembly P/N	**Life Limit Hours TIS**
92070-20124-064	28,500
92070-20124-067	28,500
92070-20127-045	28,500
92070-20124-065	28,500
92070-20124-047	28,500
92070-20127-046	28,500
92070-20124-063	29,400
92070-20124-066	29,400
92070-20127-041	29,400
Aft STA 362 Frame Assembly P/N	**Life Limit Hours TIS**
92070-20124-041	18,300
92070-20124-044	18,300
92070-20127-042	18,300
92070-20124-042	18,300
92070-20124-045	18,300
92070-20127-049	18,300
92070-20124-043	18,300
92070-20124-046	18,300
92070-20127-050	18,300
92070-20141-050	27,600
92070-20141-051	27,600
92070-20141-052	27,600

Figure 2 to Paragraphs (a) and (e)

Forward STA 328 Frame Assembly P/N	Life Limit Hours TIS
92070-20097-058	28,500
92080-20047-047	28,500
92070-20097-060	28,500
92080-20047-048	28,500

Figure 3 to Paragraphs (a) and (e)(2)

Forward STA 328 Frame Assembly P/N	Aft STA 362 Frame Assembly P/N
92209-02106-042	92070-20097-062
92209-02106-043	92080-20047-051
92070-20097-041	92209-02109-043
92080-20047-041	92209-02109-044
	92070-20097-042
	92080-20047-042
	92070-20097-064
	92080-20047-052

Figure 4 to Paragraphs (a) and (e)(2)

Forward STA 328 Frame Assembly P/N	Aft STA 362 Frame Assembly P/N
92209-02107-042	92209-02108-042
92209-02107-103	92209-02108-103

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a main transmission airframe support structure. This condition could result in failure of a main transmission frame and subsequent loss of control of the helicopter.

(c) Effective Date

This AD is effective August 29, 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

(1) For helicopters with a frame assembly with a part number shown in Figure 1 to paragraphs (a) and (e) of this AD or Figure 2 to paragraphs (a) and (e) of this AD, before further flight, remove from service any part that has reached or exceeded its new life limit. Forward STA 328 frame assemblies that are altered and changed to P/N 92070-20124-064, 92070-20124-067, 92070-20127-045, 92070-20124-065, 92070-20124-047, or 92070-20127-046 must be removed from service upon accumulating 28,500 hours time-in-service (TIS) total (regardless of P/N) from the original frame part number initial service date.

(2) For each frame assembly listed in Figure 1 to paragraphs (a) and (e) of this AD or Figure 4 to paragraphs (a) and (e)(2) of this AD with 1,801 or more hours TIS, and for each frame assembly listed in Figure 2 to paragraphs (a) and (e) of this AD or Figure 3 to paragraphs (a) and (e)(2) of this AD with 1,301 or more hours TIS, within 150 hours TIS and thereafter at intervals not to exceed 150 hours TIS, do the following inspections. For guidance on performing these inspections, refer to Sikorsky S-92A-AMM-000 Maintenance Manual Chapter 53-20-00, Task 53-20-00-210-003, "Inspection of Main Transmission Airframe Support Structure," dated November 30, 2018.

(i) Inspect the STA 328 frame and STA 362 frame between the left and right butt line (BL) 16.5 beams and inspect the area on the left and right BL 16.5 beams six inches on either side of the mounting pads for a crack and loose fasteners. If there is a loose fastener or a crack, repair or replace any cracked part and any loose fastener before further flight.

(ii) Inspect the STA 328 and STA 362 outboard frames, left and right sides, from the BL 16.5 beam to water line 252.25 for a crack and loose fasteners. If there is a loose fastener or a crack, repair or replace any cracked part and any loose fastener before further flight.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristopher Greer, Aviation Safety Engineer, Boston ACO Branch, Compliance and Airworthiness Division, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7799; email Kristopher.Greer@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests 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

Sikorsky Alert Service Bulletin (ASB) 92-53-008, Basic Issue, dated June 13, 2012; ASB 92-53-009, Basic Issue, dated December 6, 2012; ASB 92-53-012, Basic Issue, dated February 10, 2014, Sikorsky Special Service Instructions No. 92-074-E, Revision E, dated April 9, 2014, and Sikorsky S-92A-AMM-000 Maintenance Manual, Chapter 53-20-00, Task 53-20-00-210-003, "Inspection of Main Transmission Airframe Support Structure," dated November 30, 2018, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs_cust_service_eng.gr-sik@lmco.com. You may view this information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft System Component (JASC) Code: 5311, Fuselage Main, Frame.

Issued in Fort Worth, Texas, on July 10, 2019.

James A. Grigg,

Acting Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,

Aircraft Certification Service.

2019-14-01 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-19679; Docket No. FAA-2018-0993; Product Identifier 2018-NE-18-AD.

(a) Effective Date

This AD is effective August 26, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (RRD) TAY 650-15 and TAY 651-54 turbofan engines with low-pressure compressor (LPC) fan blade module M01300AA or M01300AB, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by reports of LPC fan blade retention lug fractures on engines with a high number of dry-film lubrication (DFL) treatments. The FAA is issuing this AD to prevent failure of the LPC fan blade retention lug. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, determine whether the engine is a Group 1 or Group 2 engine as follows:

(i) A Group 1 engine is an affected RRD TAY 650-15 or TAY 651-54 turbofan engine with a LPC fan blade, part number (P/N) JR31911, P/N JR33865, or P/N JR33866, and with a serial number (S/N) listed in Appendix 1 of RRD Alert Non-Modification Service Bulletin (NMSB) TAY-72-A1833, Revision 1, dated January 8, 2018.

(ii) A Group 2 engine is any other RRD TAY 650-15 or TAY 651-54 turbofan engine with LPC fan blade module M01300AA or M01300AB, installed.

(2) For Group 1 and 2 engines: Within 30 days after the effective date of this AD, determine the number of DFL treatments on each affected LPC fan blade by reviewing the maintenance records or

using the alternative method specified in the Accomplishment Instructions, paragraph 3.D. or 3.Q., of RRD Alert NMSB TAY-72-A1833, Revision 1, dated January 8, 2018.

(3) Depending on the results of the maintenance record review or the alternative method specified above, do the following, as applicable:

(i) For Group 1 and 2 engines: If the number of DFL treatments on an LPC fan blade is fewer than 13, mark the LPC fan blade dovetail root with a suffix code during the next scheduled LPC fan blade removal using the Accomplishment Instructions, paragraph 3.J. or 3.U., of RRD Alert NMSB TAY-72-A1833, Revision 1, dated January 8, 2018.

(ii) For Group 1 engines: If any LPC fan blades with 13 to 20 DFL treatments are installed on more than one engine on the same airplane, within 500 flight hours after the effective date of this AD, use one of the three options in the Accomplishment Instructions, paragraph 3.F., of RRD Alert NMSB TAY-72-A1833, Revision 1, dated January 8, 2018, to ensure that no LPC fan blade with 13 to 20 DFL treatments is installed on more than one engine on the same airplane.

(iii) For Group 1 and 2 engines: If it is determined that the number of DFL treatments on an LPC fan blade is equal to or more than the value defined in Table 1 of paragraph (g) of this AD, remove the LPC fan blade from service and replace with a part eligible for installation within the compliance times specified in Table 1 of paragraph (g) of this AD.

Table 1 to Paragraph (g) – LPC Fan Blade Replacement

Group	DFL Treatments	Compliance Time
1	20 or more	Within 500 flight hours after the effective date of this AD
2	13 or more	Within 500 flight hours after the effective date of this AD

(h) Installation Prohibition

After the effective date of this AD, do not install an affected LPC fan blade or LPC module M01300AA or M01300AB onto any engine or install any engine with an affected LPC fan blade or LPC module M01300AA or M01300AB onto any airplane unless it has been first determined that the LPC fan blades have had less than 13 DFL treatments and have been marked in accordance with the Accomplishment Instructions, paragraph 3.J. or 3.U, of RRD Alert NMSB TAY-72-A1833, Revision 1, dated January 8, 2018.

(i) Definitions

(1) A part eligible for installation is an LPC fan blade that has had 12 or fewer DFL treatments and is marked on the LPC fan blade dovetail root with a suffix code depicting the number of DFL treatments.

(2) An affected fan blade is an LPC fan blade, P/N JR31911, P/N JR33865, or P/N JR33866, and with an S/N listed in Appendix 1 of RRD Alert NMSB TAY-72-A1833, Revision 1, dated January 8, 2018.

(j) Alternative Methods of Compliance (AMOCs)

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

identified in paragraph (k)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Wego Wang, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7134; fax: 781-238-7199; email: wego.wang@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0079, dated April 11, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2018-0993.

(l) 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) Rolls-Royce Deutschland Ltd & Co KG (RRD) Alert Non-Modification Service Bulletin TAY-72-A1833, Revision 1, dated January 8, 2018.

(ii) [Reserved]

(3) For RRD service information identified in this AD, contact Rolls-Royce Deutschland Ltd & Co KG, Eschenweg 11, Dahlewitz, 15827 Blankenfelde-Mahlow, Germany; phone; +49 (0) 33-7086-1200; fax: +49 (0) 33-086-3276.

(4) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on July 12, 2019.

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

2019-14-05 B/E Aerospace Fischer GmbH: Amendment 39-19683; Docket No. FAA-2019-0129; Product Identifier 2019-NE-01-AD.

(a) Effective Date

This AD is effective September 3, 2019.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to B/E Aerospace Fischer GmbH (B/E Aerospace Fischer) Common Seats 170/260 H160 with a part number and serial number combination listed in Annex A to B/E Aerospace Fischer Alert Service Bulletin (ASB) No. SB0718-004, Issue A, dated June 26, 2018.

(2) These seats are known to be installed on, but not limited to: Airbus Helicopters (formerly Airbus Helicopters Deutschland GmbH, Eurocopter Deutschland GmbH, Eurocopter Espa[ntilde]a S.A.) EC135 and EC635 helicopters; and Airbus Helicopters (formerly Eurocopter, Eurocopter France, Aerospatiale) AS 332 L1 and EC 225 LP helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 2510, Flight Compartment Equipment.

(e) Unsafe Condition

This AD was prompted by the discovery during testing that the energy absorber (EA) installed on certain B/E Aerospace Fischer Common Seats 170/260 H160 may not function as intended during emergency landing. The FAA is issuing this AD to prevent malfunction of the EA on the seat. The unsafe condition, if not addressed, could result in injuries to the occupants during an emergency landing.

(f) Compliance

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

(g) Required Actions

Within 12 months or 1,000 flight hours, whichever occurs first, after the effective date of this AD:

(1) Review each affected B/E Aerospace Fischer Common Seat as identified by part number and serial number in Annex A of the B/E Aerospace Fischer ASB No. SB0718-004, Issue A, dated June 26, 2018, to determine if rework has already been performed. If the rework has been performed, the

seat will be marked with a placard stating “SB0718-004A implemented” and no further action is required.

(2) Rework the affected seats in accordance with paragraphs 1 and 2 in B/E Aerospace Fischer ASB No. SB0718-004, Issue A, dated June 26, 2018. Once the rework is complete, mark the seat by installing a placard in accordance with paragraph 3 in B/E Aerospace Fischer ASB No. SB0718-004 except submittal of the reply form to B/E Aerospace Fischer is not required.

(h) Installation Prohibition

From the effective date of this AD, do not install any seat affected by this AD onto any aircraft unless the seat is marked with a placard stating completion of B/E Aerospace Fischer ASB No. SB0718-004, Issue A, dated June 26, 2018.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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 (j)(1) 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.

(j) Related Information

(1) For more information about this AD, contact Dorie Resnik, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7693; fax: 781-238-7199; email: dorie.resnik@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0223, dated October 17, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2019-0129.

(k) Material Incorporated by Reference

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

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

(i) B/E Aerospace Fischer Alert Service Bulletin No. SB0718-004, Issue A, dated June 26, 2018.

(ii) [Reserved]

(3) For B/E Aerospace Fischer service information identified in this AD, contact B/E Aerospace Fischer GmbH, Müller-Armack-Str. 4, D-84034 Landshut, Germany; phone: +49 (0) 871 93248-0; fax: +49 (0) 871 93248-22; email: spares@fischer-seats.de.

(4) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued in Burlington, Massachusetts, on July 22, 2019.

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

2019-15-05 Rolls-Royce Deutschland Ltd & Co KG: Amendment 39-19698; Docket No. FAA-2019-0567; Product Identifier 2019-NE-21-AD.

(a) Effective Date

This AD is effective August 16, 2019.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Rolls-Royce Deutschland Ltd & Co KG (RRD) Trent 1000-AE3, Trent 1000-CE3, Trent 1000-D3, Trent 1000-G3, Trent 1000-H3, Trent 1000-J3, Trent 1000-K3, Trent 1000-L3, Trent 1000-M3, Trent 1000-N3, Trent 1000-P3, Trent 1000-Q3 and Trent 1000-R3 engines.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by recent analysis of the material condition used in the manufacture of these parts that determined the high-pressure turbine (HPT) disk front cover plate may have a safe life below its declared safe cyclic life. The FAA is issuing this AD to prevent failure of the HPT disk front cover plate. The unsafe condition, if not addressed, could result in uncontained release of the HPT turbine disk front cover plate, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Remove the HPT disk front cover plate, part number KH59279, from service prior to it reaching 1,250 engine cycles since first installation on an engine and replace with a part eligible for installation.

(h) Installation Prohibition

Do not install any HPT disk front cover plate, part number KH59279, into any engine, or any engine onto any airplane, if that part has exceeded 1,250 engine cycles since first installation on an engine.

(i) Alternative Methods of Compliance (AMOCs)

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

(j) Related Information

(1) For more information about this AD, contact Besian Luga, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7750; fax: 781-238-7199; email: Besian.luga@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0164R1, dated March 14, 2019 (corrected copy dated March 21, 2019), for more information. You may examine the EASA AD in the AD docket on the internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2019-0567.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on July 26, 2019.
Karen M. Grant,
Acting Manager, Engine and Propeller Standards Branch,
Aircraft Certification Service.