

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2016-20**

*9/19/2016 - 10/2/2016*



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 |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

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

**Biweekly 2016-01**

|            |              |                               |                                     |
|------------|--------------|-------------------------------|-------------------------------------|
| 2015-26-04 | S 2002-13-11 | Airbus Helicopters            | EC120B helicopters                  |
| 2015-26-08 |              | Piper Aircraft, Inc.          | PA-44-180, PA-44-180T airplanes     |
| 2015-26-10 |              | Sikorsky Aircraft Corporation | S-76A, S-76B, and S-76C helicopters |

**Biweekly 2016-02**

|               |              |                                     |  |
|---------------|--------------|-------------------------------------|--|
| 2015-12-09 R1 | R 2015-12-09 | Airbus Helicopters Deutschland GmbH | EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, EC135T2+, and MBB-BK 117 C-2 |
| 2016-01-01    |              | Piper Aircraft, Inc.                | PA-46-500TP  |
| 2016-01-06    |              | Agusta S.p.A.                       | AB139 and AW139  |
| 2016-01-14    |              | Airbus Helicopters Deutschland GmbH | MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1, and C-2                           |
| 2016-01-15    |              | Agusta S.p.A.                       | AB139 and AW139  |
| 2016-01-19    |              | MD Helicopters Inc.                 | 500N and 600N  |

**Biweekly 2016-03**

|            |  |  |                               |
|------------|--|--|-------------------------------|
| 2015-22-51 |  | Agusta S.p.A.                          | A109A and A109AII helicopters |
| 2016-02-06 |  | Bell Helicopter Textron Canada Limited | 429 helicopters               |

**Biweekly 2016-04**

|            |              |                                     |  |
|------------|--------------|-------------------------------------|--|
| 2016-03-02 |              | Turbomeca S.A.                      | ARRIEL 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines   |
| 2016-03-05 | S 2014-13-01 | Airbus Helicopters Deutschland GmbH | MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters  |
| 2016-04-05 | S 2014-03-18 | B-N Group Ltd.                      | BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 airplanes |

**Biweekly 2016-05**

|            |              |                     |  |
|------------|--------------|---------------------|--|
| 2016-04-04 |              | M7 Aerospace LLC    | SA26-AT, SA226-T(B), SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT |
| 2016-04-14 |              | Turbomeca S.A.      | Arriel IE2   |
| 2016-04-15 |              | MD Helicopters Inc. | 369A, 369D, 369E, 369FF, 369HE, 369HM, 369HS, 500N, and 600N   |
| 2016-05-06 | S 2014-07-52 | Airbus Helicopters  | AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP               |

**Biweekly 2016-06**

|            |              |                               |   |
|------------|--------------|-------------------------------|---|
| 2016-04-12 |              | Turbomeca S.A.                | Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2 turboshaft engines   |
| 2016-05-01 | R 96-12-12   | Piper Aircraft, Inc.          | PA-31, PA-31-300, PA-31-325 and PA-31-350   |
| 2016-05-08 | R 2006-23-17 | Turbomeca S.A.                | Turmo IV A and IV C turboshaft engines.   |
| 2016-05-09 |              | MD Helicopters, Inc.          | 369A (Army OH-6A), 369H, 369HE, 369HM, 369HS, and 369D; 369E, 369F and 369FF, 500N  |
| 2016-05-10 |              | Airbus Helicopters            | AS 365 N3, EC 155B, and EC155B1   |
| 2016-05-11 |              | Sikorsky Aircraft Corporation | S-92A   |
| 2016-05-13 |              | Pratt & Whitney Canada Corp.  | PT6A-60AG, BS919 and BS1048; PT6A-65AG, BS708, BS903, BS1101, and BS1102; PT6A-67AF; and PT6A-67AG  |
| 2016-06-01 | S 2007-06-06 | B-N Group Ltd.                | BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3 BN2A, BN2B, and BN2A MKIII, BN2A, BN2B, and BN2A MKIII |

**Biweekly 2016-07**

|            |                |                               |  |
|------------|----------------|-------------------------------|--|
| 2016-06-09 |                | Turbomeca S.A.                | Makila 2A and 2A1  |
| 2016-07-01 | S 2014-07-04R1 | Sikorsky Aircraft Corporation | S-92A  |
| 2016-07-02 |                | Honeywell International Inc.  | TFE731-4, -4R, -5AR, -5BR, and -5R                         |
| 2016-07-11 |                | Weatherly Aircraft Company    | 201, 201A, 201B, 201C, 620, 620A, 620B, 620B-TG, and 620TP |

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**Biweekly 2016-08**

|            |              |                         |  |
|------------|--------------|-------------------------|--|
| 2016-07-13 |              | GE Aviation Czech s.r.o | M601E-11   |
| 2016-07-19 |              | Technify Motors GmbH    | TAE 125-02-99 and TAE 125-02-114   |
| 2016-07-21 | R 2015-20-13 | Piper Aircraft, Inc.    | PA-28-161, PA-28-181, and PA-28R-201   |
| 2016-07-24 |              | Textron Aviation, Inc.  | 310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C |
| 2016-07-26 | R 2010-23-02 | Airbus Helicopters      | SA-365N, SA-365N1, AS-365N2, and AS 365 N3   |
| 2016-07-27 |              | Airbus Helicopters      | SA341G and SA342J  |
| 2016-07-29 |              | Airbus Helicopters      | EC225LP, AS332C, AS332L, AS332L1, and AS332L2  |
| 2016-08-08 | S 92-06-10   | SOCATA                  | 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 235E, and Rallye 235C                                  |

**Biweekly 2016-09**

|            |            |                                |   |
|------------|------------|--------------------------------|---|
| 2016-08-16 |            | Turbomeca S.A.                 | Arriel 2E turboshaft engines              |
| 2016-08-17 | 2010-19-51 | Bell Helicopter Textron Canada | 222, 222B, 222U, 230, and 430 helicopters |
| 2016-08-21 |            | Kaman Aerospace Corporation    | K-1200 helicopters                        |

**Biweekly 2016-10**

|               |              |   |  |
|---------------|--------------|---|--|
| 2015-09-04 R1 | R 2015-09-04 | DG Flugzeugbau GmbH                               | DG-1000T gliders   |
| 2016-06-06    |              | Quest Aircraft Design, LLC                        | KODIAK 100 airplanes   |
| 2016-08-18    |              | Piper Aircraft, Inc                               | PA-31-350 airplanes  |
| 2016-08-19    |              | Mitsubishi Heavy Industries, Ltd                  | MU-2B-30, MU-2B-35, and MU-2B-36 , MU-2B-36A and MU-2B-60 airplanes,   |
| 2016-08-20    | S 2014-12-51 | Airbus Helicopters (Previously Eurocopter France) | EC130B4 and EC130T2  |
| 2016-09-02    |              | Turbomeca S.A.                                    | Astazou XIV B and XIV H turboshaft engines   |
| 2016-09-09    | S 2013-08-17 | Airbus Helicopters (Previously Eurocopter France) | SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters   |
| 2016-10-01    |              | M7 Aerospace LLC                                  | SA226-AT, SA226-T, SA226-T (B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes |
| 2016-10-03    |              | Viking Air Limited                                | DHC-3 airplanes  |

**Biweekly 2016-11**

|            |      |                    |                 |
|------------|------|--------------------|-----------------|
| 2016-10-03 | COR. | Viking Air Limited | DHC-3 airplanes |
|------------|------|--------------------|-----------------|

**Biweekly 2016-12**

|            |              |                                     |  |
|------------|--------------|-------------------------------------|--|
| 2016-11-09 |              | Turbomeca S.A.                      | Arriel 1D and 1D1  |
| 2016-11-10 | S 2000-20-11 | BLANIK LIMITED                      | L-13 Blanik and L-13 AC Blanik                             |
| 2016-11-11 |              | EVEKTOR, spol. s.r.o.               | L 13 SEH VIVAT and L 13 SDM VIVAT                          |
| 2016-11-12 | S 2000-20-12 | EVEKTOR, spol. s.r.o.               | L 13 SEH VIVAT and L 13 SDM VIVAT                          |
| 2016-11-13 | S 99-19-33   | BLANIK LIMITED                      | L-13 Blanik and L-13 AC Blanik                             |
| 2016-11-20 |              | B/E Aerospace                       | Protective Breathing Equipment (PBE)                       |
| 2016-11-21 |              | Airbus Helicopters Deutschland GmbH | EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ |
| 2016-12-01 |              | Pilatus Aircraft LTD.               | PC-12, PC-12/45, PC-12/47, and PC-12/47E                   |
| 2016-12-02 |              | Various Aircraft                    | See AD   |
| 2016-12-51 | E            | Airbus Helicopters                  | AS332L2 and Model EC225LP                                  |

**Biweekly 2016-13**

|            |                              |                             |  |
|------------|------------------------------|-----------------------------|--|
| 2016-12-06 |                              | Turbomeca S.A.              | MAKILA 2A and MAKILA 2A1 turboshaft engines  |
| 2016-12-07 | S 2010-11-10                 | Turbomeca S.A.              | Astazou XIV B and XIV H turboshaft engines   |
| 2016-12-08 |                              | GROB Aircraft AG            | G115EG airplanes   |
| 2016-12-13 | S 2000-05-17<br>S 2001-04-12 | Airbus Helicopters          | EC120B helicopters   |
| 2016-13-04 |                              | BRP-Powertrain GmbH & Co KG | Rotax model 912 F2, 912 F3, 912 F4, 912 S2, 912 S3, 912 S4, 914 F2, 914 F3, and 914 F4 reciprocating engines |

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**Biweekly 2016-14**

|            |              |                           |                     |
|------------|--------------|---------------------------|---------------------|
| 2016-12-51 |              | Airbus Helicopters        | AS332L2 and EC225LP |
| 2016-13-07 |              | Airbus Helicopters        | AS 365 N3           |
| 2016-14-05 | R 2008-15-06 | Textron Aviation Inc      | 175, 175A           |
| 2016-14-06 | R 2006-13-05 | Pacific Aerospace Limited | 750XL               |

**Biweekly 2016-15**

|            |  |                  |  |
|------------|--|------------------|--|
| 2016-15-02 |  | M7 Aerospace LLC | SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT |
|------------|--|------------------|--|

**Biweekly 2016-16**

|            |  |                           |                        |
|------------|--|---------------------------|------------------------|
| 2016-16-03 |  | Pacific Aerospace Limited | FU24-954 and FU24A-954 |
|------------|--|---------------------------|------------------------|

**Biweekly 2016-17**

|            |  |                          |                             |
|------------|--|--------------------------|-----------------------------|
| 2016-16-12 |  | Continental Motors, Inc. | -520 and -550 reciprocating |
|------------|--|--------------------------|-----------------------------|

**Biweekly 2016-18**

|            |              |                              |  |
|------------|--------------|------------------------------|--|
| 2016-17-04 |              | All Hot Air Balloons         | with BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burners.  |
| 2016-17-05 | S 2009-13-04 | RUAG Aerospace Services GmbH | 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212   |
| 2016-17-07 |              | PILATUS Aircraft Ltd         | PC-7   |
| 2016-17-08 | R 2016-07-24 | Textron Aviation, Inc.       | 310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C |
| 2016-18-05 |              | PILATUS AIRCRAFT LTD         | PC-12, PC-12/45, PC-12/47, and PC-12/47E   |

**Biweekly 2016-19**

|               |              |                      |   |
|---------------|--------------|----------------------|---|
| 2016-17-04 R1 | R 2016-17-04 | ALL HOT AIR BALLOONS | With a BALÓNY KUBÍČEK spol. s r.o. Model Kubíček burner; and fuel hose(s) made of "EGEFLEX" material. |
| 2016-18-18    |              | Agusta S.p.A.        | A109A, A109A II, A109C, A109E, A109K2, A109S, and AW109SP   |

**Biweekly 2016-20**

|            |  |  |   |
|------------|--|--|---|
| 2016-18-17 |  | Honeywell International Inc.           | TPE331-3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U; and TSE331-3U |
| 2016-19-08 |  | Viking Air Limited                     | DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III  |
| 2016-19-15 |  | REIMS AVIATION S.A.                    | F406  |
| 2016-20-01 |  | Bell Helicopter Textron Canada Limited | 427 and 429   |



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**2016-18-17 Honeywell International Inc. (Type Certificate Previously Held by AlliedSignal Inc., Garrett Engine Division; Garrett Turbine Engine Company; and AiResearch Manufacturing Company of Arizona):** Amendment 39-18648; Docket No. FAA-2015-4866; Directorate Identifier 2015-NE-33-AD.

**(a) Effective Date**

This AD is effective November 4, 2016.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Honeywell International Inc. (Honeywell) TPE331-3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U model turboprop engines, and TSE331-3U model turboshaft engines, with a 2nd stage compressor impeller, part number (P/N) 893482-1 through -5, inclusive, or P/N 3107056-1 or P/N 3107056-2, installed.

**(d) Unsafe Condition**

This AD was prompted by the discovery of cracks in a 2nd stage compressor impeller during a routine shop visit. We are issuing this AD to prevent failure of the compressor impeller, uncontained part release, damage to the engine, and damage to the airplane.

**(e) Compliance**

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

(1) Remove from service the 2nd stage compressor impeller at next removal of the 2nd stage compressor impeller from the engine or before exceeding 11,500 cycles in service after the effective date of this AD, whichever occurs first.

(2) Reserved.

**(f) Installation Prohibition**

After the effective date of this AD, do not install a 2nd stage compressor impeller, part number (P/N) 893482-1 through -5, inclusive, or P/N 3107056-1 or P/N 3107056-2, into any engine.

**(g) Alternative Methods of Compliance (AMOCs)**

The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(h) Related Information**

(1) For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@faa.gov.

(2) Honeywell SB TPE331-72-2208, dated July 29, 2014, which is not incorporated by reference in this AD, can be obtained from Honeywell, using the contact information in paragraph (h)(3) of this AD.

(3) For Honeywell service information identified in this AD, contact Honeywell International Inc., 111 S 34th Street, Phoenix, AZ 85034-2802; phone: 800-601-3099; Internet: <https://myaerospace.honeywell.com/wps/portal!/ut/>.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

**(i) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on August 26, 2016.  
Colleen M. D'Alessandro,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2016-19-08 Viking Air Limited:** Amendment 39-18657; Docket No. FAA-2016-4229; Directorate Identifier 2015-CE-038-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective October 24, 2016.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Viking Air Limited Models DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes, all serial numbers, 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) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as corrosion of the elevator control rod and of the elevator actuating lever on the control column. We are issuing this AD to detect and correct corrosion and/or cracking of the elevator control rod assemblies and the elevator actuating lever, which if not detected and corrected, could cause these components to fail. This failure could result in loss of control.

**(f) Actions and Compliance**

Comply with this AD within the compliance times specified in paragraphs (g) through (l) of this AD, including all subparagraphs, unless already done.

**(g) Initial Inspections**

Within the next 120 days after October 24, 2016 (the effective date of this AD) or within the next 100 hours time-in-service (TIS) after October 24, 2016 (the effective date of this AD), whichever occurs first, do the following inspections in accordance with section I. PLANNING INFORMATION, paragraph D. of Viking DHC-2 Beaver Service Bulletin Number: V2/0005, Revision "C", dated July 17, 2015:

(1) For airplanes with an installed elevator control rod assembly, part number (P/N) C2CF619A, do a detailed visual inspection of P/N C2CF619A for corrosion, cracking, and/or other damages.

(2) For airplanes with an installed elevator control rod assembly, P/N CT2CF1021-1, do a detailed visual inspection of P/N CT2CF1021-1 for corrosion, cracking, and/or other damages.

(3) For all airplanes, do a detailed visual inspection of the elevator actuating lever on the control column and the control column torque tube for corrosion, cracking and/or other damages.

**(h) Repetitive Inspections (Airworthiness Limitations)**

Within the next 30 days after October 24, 2016 (the effective date of this AD), insert the following into the Airworthiness Limitations section of the FAA-approved maintenance program (e.g., maintenance manual). This revision to the Limitations section incorporates repetitive inspections of the elevator control rod assemblies, the elevator actuating lever, and the control column torque tube for corrosion, cracks, and/or other damage. Insert item 20A., of Part 3, in Appendix 2 of Temporary Revision No.: 2-38, dated March 4, 2015, into the VIKING PSM NO.: 1-2-2, AIRCRAFT: DHC-2 BEAVER, SERIES: ALL, PUBLICATION: MAINTENANCE MANUAL; and Insert item 20A., in Part 4, of Temporary Revision No.: 2T-14, dated March 4, 2015, into VIKING PSM NO.: 1-2T-2, AIRCRAFT: DHC-2 TURBO BEAVER, SERIES: ALL, PUBLICATION: MAINTENANCE MANUAL.

**(i) Replacement/Repair for P/N C2CF619A**

(1) Before further flight after the inspection required in paragraph (g)(1) of this AD, if corrosion, cracking, or other damages are found, replace P/N C2CF619A with P/N C2CF619A-11 following section I. PLANNING INFORMATION, paragraph D. of Viking DHC-2 Beaver Service Bulletin Number: V2/0005, Revision "C", dated July 17, 2015, or contact Viking Air Limited at the address specified in paragraph (o) of this AD for an FAA-approved repair and incorporate the repair.

(2) Within the next 120 days after October 24, 2016 (the effective date of this AD) or within the next 100 hours TIS after October 24, 2016 (the effective date of this AD), whichever occurs first, you may replace P/N C2CF619A with P/N C2CF619A-11 instead of doing the inspection required in paragraph (g)(1) of this AD. Do the replacement following section I. PLANNING INFORMATION, paragraph D. of Viking DHC-2 Beaver Service Bulletin Number: V2/0005, Revision "C", dated July 17, 2015.

(3) After replacing P/N C2CF619A with P/N C2CF619A-11, you must still do the repetitive inspections of the elevator control rod assemblies following the Airworthiness Limitations section of the FAA-approved maintenance program (e.g., maintenance manual) specified in paragraph (k)(1) of this AD.

**(j) Replacement/Repair for P/N CT2CF1021-1**

(1) Before further flight after the inspection required in paragraph (g)(2) of this AD, if corrosion, cracking, or other damages are found, replace the elevator control rod assembly with P/N CT2CF1021-1 that has been inspected and is free of corrosion, cracking, or other damages following section I. PLANNING INFORMATION, paragraph D. of Viking DHC-2 Beaver Service Bulletin Number: V2/0005, Revision "C", dated July 17, 2015, or contact Viking Air Limited at the address specified in paragraph (o) of this AD for an FAA-approved repair and incorporate the repair.

(2) After replacing or repairing P/N CT2CF1021-1, you must still do the repetitive inspections of the elevator control rod assemblies following the Airworthiness Limitations section of the FAA-approved maintenance program (e.g., maintenance manual) specified in paragraph (k)(1) of this AD.

**(k) Repair of the Elevator Actuating Lever**

Before further flight after the inspection required in paragraph (g)(3) of this AD, if corrosion, cracking, or other damages are found, contact Viking Air Limited at the address specified in paragraph (o) of this AD for an FAA-approved repair and incorporate the repair.

**(l) Restrictions**

As of October 24, 2016 (the effective date of this AD), do not install P/N C2CF619A or C2CF619A-9 as a replacement part.

**(m) Life Limit for P/N C2CF619A**

As of October 24, 2016 (the effective date of this AD), elevator control rod assemblies, P/N C2CF619A, are life-limited to 15 years and must be replaced with P/N C2CF619A-11, which is not a life-limited part, at the following compliance time:

(1) If, as of October 24, 2016 (the effective date of this AD), the age of the installed P/N C2CF619A is known, it must be replaced before exceeding the life limit or within the next 12 months after October 24, 2016 (the effective date of this AD), whichever occurs later.

(2) If, as of October 24, 2016 (the effective date of this AD), the age of the installed P/N C2CF619A is not known, it must be replaced within the next 12 months after October 24, 2016 (the effective date of this AD).

**(n) Credit for Actions Accomplished in Accordance With Previous Service Information**

Credit will be given for the inspections required in paragraphs (g)(1) through (3) of this AD if they were done before October 24, 2016 (the effective date of this AD) following Viking Air Limited DHC-2 Beaver Service Bulletin Number: V2/0005, Revision 'NC', dated March 26, 2012; Viking Air Limited DHC-2 Beaver Service Bulletin Number: V2/0005, Revision 'A', dated November 7, 2014; or Viking Air Limited DHC-2 Beaver Service Bulletin Number: V2/0005, Revision 'B', dated March 4, 2015.

**(o) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, New York Aircraft Certification Office (ACO), 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: Aziz Ahmed, Aerospace Engineer, FAA, New York ACO, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228-7329; fax: (516) 794-5531; email: aziz.ahmed@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) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, 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 current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including

the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(p) Related Information**

Refer to MCAI Transport Canada AD No. CF-2015-21, dated July 30, 2015; and Viking Air Limited DHC-2 Beaver Service Bulletin Number: V2/0005, Revision 'NC', dated March 26, 2012; Viking Air Limited DHC-2 Beaver Service Bulletin Number: V2/0005, Revision 'A', dated November 7, 2014; or Viking Air Limited DHC-2 Beaver Service Bulletin Number: V2/0005, Revision 'B', dated March 4, 2015, for related information. You may examine the MCAI on the Internet at <https://www.regulations.gov/document?D=FAA-2016-4229-0002>.

**(q) 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) Viking DHC-2 Beaver Service Bulletin Number: V2/0005, Revision "C", dated July 17, 2015.

(ii) Item 20A., of Part 3, in Appendix 2 of Temporary Revision No.: 2-38, dated March 4, 2015, into the VIKING PSM NO.: 1-2-2, AIRCRAFT: DHC-2 BEAVER, SERIES: ALL, PUBLICATION: MAINTENANCE MANUAL.

(iii) Item 20A., in Part 4, of Temporary Revision No.: 2T-14, dated March 4, 2015, into VIKING PSM NO.: 1-2T-2, AIRCRAFT: DHC-2 TURBO BEAVER, SERIES: ALL, PUBLICATION: MAINTENANCE MANUAL.

(3) For Viking Air Limited service information identified in this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; Fax: 250-656-0673; telephone: (North America) (800) 663-8444; email: [technical.support@vikingair.com](mailto:technical.support@vikingair.com); Internet: <http://www.vikingair.com/support/service-bulletins>.

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-4229.

(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 September 8, 2016.

Pat Mullen,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2016-19-15 REIMS AVIATION S.A.:** Amendment 39-18664; Docket No. FAA-2016-8161; Directorate Identifier 2016-CE-018-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective November 2, 2016.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to REIMS AVIATION S.A. F406 airplanes, serial numbers F406-0001 through F406-0098, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 55: Stabilizers.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks found in the horizontal stabilizer rear attach structure and the vertical fin rear spar attach structure. We are issuing this AD to prevent structural failure of the horizontal stabilizer and/or the vertical fin rear spar attach structure, which could result in damage to the airplane and loss of control.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) At whichever of the compliance times specified in paragraphs (f)(1)(i) through (iii) of this AD that occurs the latest after November 2, 2016 (the effective date of this AD), and repetitively thereafter every 2,400 hours time-in-service (TIS), do a visual and non-destructive test (NDT) inspection of the horizontal stabilizer splice plate assembly, part number (P/N) 6032183-1 or P/N 406-5518-32183-100 (as applicable), and the attach structure assembly P/N 6031210-1. Do the inspections following the Accomplishment Instructions in ASI Aviation Service Bulletin CAB01-5 Rev 2, dated December 3, 2015.

- (i) Before accumulating 2,500 hours TIS; or
- (ii) Within the next 100 hours TIS; or
- (iii) At the next 600-hour inspection.

(2) During any inspection required by paragraph (f)(1) of this AD, if any oversized bolt hole or crack is detected on the horizontal stabilizer splice plate assembly or attach structure assembly, before further flight, repair or replace the affected part with a serviceable part following the

Accomplishment Instructions in ASI Aviation Service Bulletin CAB01-5 Rev 2, dated December 3, 2015. After taking the necessary corrective action, continue with the repetitive inspection specified in paragraph (f)(1) of this AD.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, 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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: [albert.mercado@faa.gov](mailto:albert.mercado@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) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, 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 current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2016-0101, dated 25 May 25, 2016, and ASI Aviation Service Kit SKRA40611-Rev. 2, dated December 3, 2015, ASI Service Kit SK406-137, dated December 3, 2015 (which superseded ASI Aviation Service Kit SKRA406-12-Rev. 2, dated December 3, 2015), and ASI Aviation Service Kit SKRA406-13-Rev. 2, dated December 3, 2015, for related information. You may examine the MCAI in the AD docket on the Internet at <https://www.regulations.gov/document?D=FAA-2016-8161-0002>.

**(i) Material Incorporated by Reference**

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

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

(i) ASI Aviation Service Bulletin CAB01-5 Rev 2, dated December 3, 2015.

(ii) Reserved.

(3) For ASI Aviation service information identified in this AD, contact ASI Aviation, Aérodrôme de Reims Prunay, 51360 Prunay, France; telephone: +33 3 26 48 46 84; fax: +33 3 26 49 18 57; email: [contact@asi-aviation.fr](mailto:contact@asi-aviation.fr); Internet: <http://asi-aviation.fr/page-Accueil.html>.

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call

(816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-8161.

(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 September 16, 2016.

Pat Mullen,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2016-20-01 Bell Helicopter Textron Canada Limited (Bell):** Amendment 39-18667; Docket No. FAA-2016-9144; Directorate Identifier 2016-SW-014-AD.

**(a) Applicability**

This AD applies to Bell Model 427 and 429 helicopters, certificated in any category, with an engine and transmission oil check valve part number (P/N) 209-062-520-001 manufactured by Circor Aerospace, marked "Circle Seal" and with a manufacturing date code of "10/11" (October 2011) through "03/15" (March 2015), installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a cracked or leaking check valve. This condition, if not detected and corrected, could result in loss of lubrication to the engine or transmission, failure of the transmission or engine, and loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective October 17, 2016.

**(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) Within 25 hours time-in-service:
  - (i) Replace each transmission oil check valve.
  - (ii) For Model 429 helicopters, replace each engine oil check valve.
- (2) After the effective date of this AD, do not install any check valve P/N 209-062-520-001 manufactured by Circor Aerospace, marked "Circle Seal" and with a manufacturing date code of "10/11" (October 2011) through "03/15" (March 2015), on any helicopter.

**(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, 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) Bell Alert Service Bulletin (ASB) 427-15-37 for Model 427 helicopters and Bell ASB 429-15-23 for Model 429 helicopters, both dated September 4, 2015, which are not incorporated by reference, contain additional information about the subject of this final rule. For service information identified in this final rule, 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-2015-29, dated December 7, 2015. You may view the Transport Canada AD on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2016-9144.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6300 Engine and Transmission Lubrication System.

Issued in Fort Worth, Texas, on September 16, 2016.  
Scott A. Horn,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.