

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2018-15

7/9/2018 - 7/22/2018



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, A – Affects

Biweekly 2018-01

No ADs were published in this biweekly period.

Biweekly 2018-02

2018-01-12	S 2015-22-53	Airbus Helicopters	AS350B3 helicopters
2018-02-01	S 2015-08-51	Enstrom	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX helicopters
2018-02-04		Aerospace Welding Minneapolis, Inc.	Mufflers
2018-02-07		Various Restricted Category Helicopters	UH-1H, UH-1B, TH-1F, UH-1F, and UH-1P helicopters
2018-02-08		Bell Helicopter Textron	204B, 205A, and 205A-1 helicopters

Biweekly 2018-03

2018-02-02		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters
2018-02-05		Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-236, PA-28-201T, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T airplanes
2018-02-13	S 2017-07-02	Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
2018-02-14		Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -8, -10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and -11U, -12JR, -12UA, -12UAR, -12UHR, -25AA, -25AB, -25DA, -25DB, -25FA, -43A, -43BL, -47A, -55B, and -61A model turboprop engines, and TSE331-3U model turboshaft engines
2018-02-15	S 2007-08-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2018-03-01		Agusta S.p.A.	AB139 and AW139 helicopters

Biweekly 2018-04

2018-03-03		Textron Aviation Inc.	401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B, 421C, 425 airplanes
2018-03-05		Various Aircraft	See AD
2018-03-13		General Electric Company	CT7-5A2, CT7-5A3, CT7-7A, CT7-7A1, CT7-9B, CT7-9B1, CT7-9B2, CT7-9C and CT7-9C3 model turboprop engines
2018-03-14		Pacific Aerospace Limited	750XL airplanes
2018-03-15		Pacific Aerospace Limited	750XL airplanes
2018-03-16	R 2017-10-11	Stemme AG	S10-VT gliders
2018-03-17		Aeroclubul Romaniei	IS-28B2 gliders

Biweekly 2018-05

2018-01-12 R1	R 2018-01-12	Airbus Helicopters	AS350B3 helicopters
2018-04-11		Agusta S.p.A.	AB139 and Model AW139 helicopters
2018-05-01		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, and AS332L2; EC225LP helicopters
2018-05-02		AgustaWestland S.p.A.	AW189 helicopters

Biweekly 2018-06

2018-03-18		Agusta S.p.A.	AW189 helicopters
2018-04-09		Pacific Aerospace Limited	750XL airplanes
2018-04-10		Pilatus Aircraft Limited	PC-7 airplanes
2018-05-03		Safran Helicopter Engine	Arrius 2F turboshaft engines
2018-05-08	R 2013-19-12	GA 8 Airvan (Pty) Ltd	GA8, GA8-TC320, GA8-TC 320-03-025 airplanes
2018-05-09		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters
2018-05-10		Agusta S.p.A.	AB412 and AB412 EP helicopters

Biweekly 2018-07

2018-06-09		Pacific Aerospace Limited	750XL airplanes
2018-06-10		Honda Aircraft Company LLC	HA-420 airplanes

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Information Key: E – Emergency; COR – Correction; S – Supersedes; R – Replaces, A – Affects

2018-06-11		Textron Aviation Inc.	A36TC and B36TC; S35, V35, V35A, and V35B airplanes
2018-06-51		Agusta S.p.A.	A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters
2018-07-01		Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, P3, T1, T2, T2+, and T3 helicopters
2018-07-02		Agusta S.p.A.	A109E, A109S, AW109SP, A119, and AW119 MKII helicopters

Biweekly 2018-08

2018-07-03	R 2018-02-05	Piper Aircraft, Inc	PA-28 airplanes
2018-07-08		Agusta S.p.A.	A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
2018-07-13		Textron Aviation Inc.	510, 680, 680A airplanes
2018-07-14		Pacific Aerospace Limited	750XL
2018-07-15		XtremeAir GmbH	XA42 airplanes
2018-07-16		Austro Engine GmbH	E4 and E4P diesel piston engines
2018-07-17		Safran Helicopter Engines	Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines

Biweekly 2018-09

2018-07-22	R 2017-08-09	DG Flugzeugbau GmbH	DG-500MB and DG-1000M gliders
2018-08-01		Airbus Helicopters	EC225LP helicopters

Biweekly 2018-10

2018-03-03	R1 2018-03-03	Textron Aviation Inc.	400-series airplanes
2018-04-02		Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes (Note: Should have been included in Biweekly 2018-05)
2018-10-01		Safran Helicopter Engines, S.A.	Arriel 2E turboshaft engines

Biweekly 2018-11

2018-06-51		Agusta S.p.A.	A109A, A109A II, A109C, A109E, A109K2, A109S, A119, AW109SP, and AW119 MKII helicopters
2018-10-03		Pacific Aerospace Limited	750XL airplanes
2018-10-04	R 2018-03-15	Pacific Aerospace Limited	750XL airplanes
2018-10-06		Bell Helicopter Textron Canada Limited	407 helicopters
2018-10-07		Sikorsky Aircraft Corporation	S-76C helicopters
2018-10-09	S 2017-11-03	DG Flugzeugbau GmbH	DG-500MB and DG-1000M gliders
2018-10-10	R 2017-01-12	Diamond Aircraft Industries GmbH	DA 42 airplanes
	R 2017-11-08		
	R 2017-15-09		
2018-11-01		Airbus Helicopters	AS332L2 and Model EC225LP helicopters
2018-11-05	R 2018-06-10	Honda Aircraft Company LLC	HA-420 airplanes

Biweekly 2018-12

2018-11-03		Airbus Helicopters	SA-365C, SA-365C1, and SA-365C2 helicopters
2018-11-04		Aircraft Industries a.s.	L 410 UVP-E20 and L 410 UVP-E20 CARGO airplanes

Biweekly 2018-13

2018-13-05		Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5B, -6, -6A, -8, -10, -10AV, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UR model turboprop and TSE331-3U turboshaft engines
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Biweekly 2018-14

2018-12-03	R 2013-11-09	Safran Helicopter Engines, S.A.	Arrius 2B1 and 2F turboshaft engines
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Biweekly 2018-15

2018-13-01		Roll-Royce Corporation	250-C10D, 250-C18, 250-C18A, 250-C18B, 250-C18C, 250-C19, 250-C20, 250-C20B, 250-C20C, 250-C20F, 250-C20J, 250-C20R, 250-C20R/1, 250-C20R/2, 250-C20R/4, 250-C20S, 250-C20W, 250-C28, 250-C28B, 250-C28C, 250-C30, 250-C30G, 250-C30G/2, 250-C30M, 250-C30P, 250-C30S, and 250-C30U turboshaft engines
2018-14-01		Piper Aircraft, Inc.	PA-46-600TP (M600) airplanes

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2018-14-06	R 2017-07-10	American Champion Aircraft Corp.	8KCAB airplane
2018-14-07		Bell Helicopter Textron Canada Limited	429 helicopters
2018-15-02		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2018-15-51	E	Bell Helicopter Textron Canada Limited	429 helicopters



2018-13-01 Roll-Royce Corporation (Type Certificate previously held by Allison Engine Company): Amendment 39-19313; Docket No. FAA-2017-1118; Product Identifier 2017-NE-40-AD.

(a) Effective Date

This AD is effective August 16, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Corporation (RRC) model 250-C10D, 250-C18, 250-C18A, 250-C18B, 250-C18C, 250-C19, 250-C20, 250-C20B, 250-C20C, 250-C20F, 250-C20J, 250-C20R, 250-C20R/1, 250-C20R/2, 250-C20R/4, 250-C20S, 250-C20W, 250-C28, 250-C28B, 250-C28C, 250-C30, 250-C30G, 250-C30G/2, 250-C30M, 250-C30P, 250-C30S, and 250-C30U turboshaft engines with power turbine governor (PTG) bearing assembly, part number (P/N) 2544198, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7323, Turbine Governor.

(e) Unsafe Condition

This AD was prompted by several reports of loss of power, one of which resulted in a fatal helicopter accident. We are issuing this AD to prevent failure of the PTG bearing assembly. The unsafe condition, if not addressed, could result in failure of the PTG, failure of the engine, in-flight shutdown, and forced autorotation landing or accident.

(f) Compliance

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

(g) Required Actions

(1) Remove the bearing assembly, P/N 2544198, from the PTG in accordance with the compliance times in Figure 1 to paragraph (g) of this AD, or within 90 days after the effective date of this AD, whichever occurs later.

Figure 1 to Paragraph (g) – Compliance Times

PTG Operational Hours (Time Since New/Time Since Last Overhaul).	Compliance Time
0 to 750	Not later than 750 hours
751 to 1000	Not later than 1,000 hours
1001 to 1250	Not later than 1,250 hours
1251 to 1500	Not later than 1,500 hours
1501 or greater	At the next removal of the PTG for any reason

(2) After such removal, replace the affected PTG bearing assembly with a part eligible for installation before further flight.

(h) Installation Prohibition

After the effective date of this AD, do not install PTG bearing assembly, P/N 2544198, on any engine.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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 Chicago ACO Branch, 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

For more information about this AD, contact John Tallarovic, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 E Devon Ave., Des Plaines, IL 60018; phone: 847-294-8180; fax: 847-294-7834; email: john.m.tallarovic@faa.gov.

(k) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on July 6, 2018.
 Karen M. Grant,
 Acting Manager, Engine and Propeller Standards Branch,
 Aircraft Certification Service.



2018-14-01 Piper Aircraft, Inc.: Amendment 39-19321; Docket No. FAA-2018-0606; Product Identifier 2018-CE-018-AD.

(a) Effective Date

This AD is effective July 25, 2018.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piper Aircraft, Inc. (Piper) Model PA-46-600TP (M600) airplanes, serial numbers 4698004 through 4698041, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5330, Fuselage Skin.

(e) Unsafe Condition

This AD was prompted by a report from Piper of rivets installed through the fuselage skin at the cockpit area during manufacture that are below the minimum required strength. We are issuing this AD to prevent failure of the skin joint, which could result in loss of pressurization or fuselage structural failure.

(f) Compliance

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

(g) Insert Temporary Airspeed Limitations Into Pilot's Operating Handbook

(1) Before further flight after July 25, 2018 (the effective date of this AD), insert the temporary airspeed limitations page into the pilot's operating handbook (POH), following the instructions in Part 1 of Piper Aircraft, Inc. Service Bulletin (SB) No. 1318B, dated June 7, 2018.

(2) The insertion of the temporary operating limitations page into the POH may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with paragraph (g) of 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, 121.380, or 135.439.

(h) Temporary Placard

(1) Before further flight after July 25, 2018 (the effective date of this AD), install onto the cockpit instrument panel Placard–Flight Limitations, Piper P/N 46G110013-701, following the instructions in Part 1, paragraph 2.a. of Piper Aircraft, Inc. Service Bulletin (SB) No. 1318B, dated June 7, 2018; or fabricate a placard from locally sourced materials following the instructions in Part 1, paragraph 2.a.1 and 2.a.2 of Piper Aircraft, Inc. Service Bulletin (SB) No. 1318B, dated June 7, 2018.

(2) This action 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, 121.380, or 135.439.

(i) Install Rivet Replacement Kit

(1) At the next inspection after July 25, 2018 (the effective date of this AD), but no later than the next 100 hours time-in-service (TIS) after July 25, 2018 (the effective date of this AD), inspect the rivets at the canopy area above both cockpit side windows, determine their size, and replace with either Rivet Replacement Kit Piper part number (P/N) 88623-701, Revision A or Rivet Replacement Kit Piper P/N 88624-701, Revision A, as applicable, following Part II of the instructions in Piper Aircraft, Inc. Service Bulletin (SB) No. 1318B, dated June 7, 2018.

(2) After the rivets have been replaced following the requirement in paragraph (i)(1) of this AD, the temporary airspeed limitations required in paragraph (g) and (h) of this AD are no longer in effect, and you should remove the temporary airspeed limitations page inserted into the POH that was required for compliance with paragraph (g) of this AD, and the temporary placard required for compliance with paragraph (h) of this AD, and update 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, 121.380, or 135.439.

(j) Credit for Previous Actions

This AD allows credit for doing the actions required in paragraphs (g) and (i) of this AD using Piper Aircraft, Inc. SB No. 1318, dated December 20, 2017; or Piper Aircraft, Inc. SB No. 1318A, dated March 6, 2018, if done before the effective date of this AD.

(k) Special Flight Permit

A special flight permit is allowed per 14 CFR 39.23 with the following limitations: No special flight permit is required for the POH insertion. A one-time special flight with fuel stops is permitted to the Piper service facility for the inspection and replacement. Maximum operating speed (V_{mo}) is restricted to 230 knots calibrated air speed (KCAS).

(l) Alternative Methods of Compliance (AMOCs)

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

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

(3) AMOCs approved for AD 2018-02-05 are not approved as AMOCs for the corresponding provisions of this AD.

(4) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (l)(4)(i) and (ii) of this AD apply.

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

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

(m) Related Information

For more information about this AD, contact Dan McCully, Aerospace Engineer, FAA, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5548; fax: (404) 474-5606; email: william.mccully@faa.gov.

(n) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 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) Piper Aircraft, Inc. Service Bulletin (SB) No. 1318B, dated June 7, 2018.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; telephone: (772) 567-4361; internet: www.piper.com/technical-publications-documents/.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view 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 June 22, 2018.

Melvin J. Johnson,

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



2018-14-06 American Champion Aircraft Corp.: Amendment 39-19326; Docket No. FAA-2018-0003; Product Identifier 2017-CE-033-AD.

(a) Effective Date

This AD is effective August 17, 2018.

(b) Affected ADs

This AD replaces AD 2017-07-10, Amendment 39-18849 (82 FR 17542, April 12, 2017) (“AD 2017-07-10”).

(c) Applicability

This AD applies to any American Champion Aircraft Corp. Model 8KCAB airplane, certificated in any category, that either has:

- (1) A serial number in the range of 1116-2012 through 1120-2012 or 1122-2012 through 1170-2017; or
- (2) Is equipped with part number 4-2142 exposed balance ailerons.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

AD 2017-07-10 was prompted by a report of a cracked hinge support and cracked hinge ribs, which resulted in partial loss of control with the aileron binding against the cove. This AD incorporates a newly designed aileron hinge support reinforcement kit. We are issuing this AD to prevent failure of the aileron support structure, which may lead to excessive deflection, binding of the control surface, and potential loss of control.

(f) Compliance

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

(g) Restrict Airplane Operation

(1) Before further flight after April 12, 2017 (the effective date retained from AD 2017-07-10), fabricate a placard using at least 1/8 inch letters with the words “AEROBATIC FLIGHT PROHIBITED” on it and install the placard on the instrument panel within the pilot's clear view.

(2) This action 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, 121.380, or 135.439.

(h) Inspection and Reinforcement

(1) Within the next 10 hours time-in-service (TIS) after April 12, 2017 (the effective date retained from AD 2017-07-10), inspect the aileron hinge rib and support for cracks or other damage by following American Champion Aircraft Corporation Service Letter (SL) 442, dated February 16, 2017, or American Champion Aircraft Corp. Service Letter (SL) 442, Revision A, dated August 18, 2017 (ACAC SL No. 442, Revision A).

(2) If no cracks or other damage is found during the initial inspection required in paragraph (h)(1) of this AD, the placard prohibiting aerobatic flight required in paragraph (g)(1) of this AD can be removed.

(3) Within 100 hours TIS from the initial inspection required in paragraph (h)(1) of this AD or within 10 hours TIS after August 17, 2018 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the aileron hinge rib and support for cracks or other damage following ACAC SL No. 442, Revision A.

(4) If cracks or other damage is found during any inspection required in paragraph (h)(1) or (3) of this AD, before further flight, replace any retained parts or structure that are cracked or damaged, and install the aileron hinge reinforcement kit by following American Champion Aircraft Corp. Service Letter 444, dated August 18, 2017 (ACAC SL No. 444). Unless already removed as specified in paragraph (h)(2) of this AD, after completing the corrective actions required by this paragraph, the placard prohibiting aerobatic flight required in paragraph (g)(1) of this AD can be removed.

(5) Within 400 hours after the initial inspection required in paragraph (h)(1) of this AD, if not already done as required in paragraph (h)(4) of this AD, install the aileron hinge reinforcement kit following the procedures in ACAC SL No. 444.

(6) After installation of the aileron hinge reinforcement kit required in paragraph (h)(4) or (5) of this AD, as applicable, insert page 4-1, Manual Revision B, of the Airworthiness Limitations section and page 5-9, Manual Revision B, of the Time and Maintenance Checks section, both dated October 3, 2017, from the American Champion Aircraft Corporation SM-601 8KCAB Service Manual, Reissue B, dated October 3, 2017, into the maintenance program (service manual).

(7) Installing the aileron hinge reinforcement kit as required in paragraph (h)(4) or (h)(5) of this AD and the insertion of page 4-1, Manual Revision B, of the Airworthiness Limitations section and page 5-9, Manual Revision B, of the Time and Maintenance Checks section, both dated October 3, 2017, of the American Champion Aircraft Corporation SM-601 8KCAB Service Manual, Reissue B, dated October 3, 2017, into the maintenance program (e.g., service manual), as required in paragraph (h)(6) of this AD is terminating action to this AD. The revised Airworthiness Limitations section includes a 100- hour/annual inspection requirement for the aileron hinge supports.

(i) Reporting Requirement

Although ACAC SL No. 442, Revision A, and ACAC SL No. 444 specify submitting certain information to the manufacturer, this AD does not require that action.

(j) Special Flight Permit

No aerobatic flight permitted with a special flight permit.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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, send it to the attention of the person identified in paragraph (l) 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

For more information about this AD, contact Wess Rouse, Small Airplane Program Manager, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-8113; fax: (847) 294-7834; email: wess.rouse@faa.gov.

(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) American Champion Aircraft Corp. Service Letter 442, Revision A, dated August 18, 2017.

(ii) American Champion Aircraft Corp. Service Letter 444, Initial Revision, dated August 18, 2017.

(iii) Page 4-1, Manual Revision B, of the Airworthiness Limitations section of American Champion Aircraft Corporation SM-601 8KCAB Service Manual, Reissue B, dated October 3, 2017;

(iv) Page 5-9, Manual Revision B, of the Time and Maintenance Checks section of American Champion Aircraft Corporation SM-601 8KCAB Service Manual, Reissue B, dated October 3, 2017.

(3) The following service information was approved for IBR on April 12, 2017 (82 FR 17542, April 12, 2017).

(i) American Champion Aircraft Corporation Service Letter 442, dated February 16, 2017.

(ii) Reserved.

(4) For service information identified in this AD, contact American Champion Aircraft Corp., P.O. Box 37, 32032 Washington Ave., Rochester, Wisconsin 53167; telephone: (262) 534-6315; fax: (262) 534-2395; email: aca-engineering@tds.net; internet: <http://www.americanchampionaircraft.com/service-letters.html>.

(5) You may view this referenced service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(6) 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 June 29, 2018.

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



2018-14-07 Bell Helicopter Textron Canada Limited: Amendment 39-19327; Docket No. FAA-2017-0757; Product Identifier 2017-SW-022-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters, serial number (S/N) 57150, 57168, 57176, 57210 through 57216, 57265, 57266, 57267, and 57287, with a forward spar part number (P/N) 429-031-213-103 or 429-031-213-104 or actuator fitting assembly P/N 429-031-222-101 or 429-031-222-102 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a forward spar or actuator fitting assembly remaining in service after reaching its life limit. This condition could result in failure of a forward spar or actuator fitting assembly and subsequent collapse of the landing gear.

(c) Effective Date

This AD becomes effective August 16, 2018.

(d) Compliance

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

(e) Required Actions

(1) Within 800 hours time-in-service, clean and identify each forward spar and actuator fitting assembly with the helicopter serial number in accordance with the Accomplishment Instructions, paragraphs 3 through 5 and with reference to Figure 1 of Bell Helicopter Alert Service Bulletin 429-16-34, dated November 10, 2016.

(2) After the effective date of this AD, do not install a forward spar P/N 429-031-213-103 or 429-031-213-104 or actuator fitting assembly P/N 429-031-222-101 or 429-031-222-102 on any helicopter unless it has been marked with a serial number in accordance with paragraph (e)(1) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, FAA, may approve AMOCs for this AD. Send your proposal to: Helene Gandy, Aviation Safety Engineer, Regulations & Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5413; 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 Helicopter Model 429 Maintenance Manual BHT-429-MM-1, Chapter 4, Airworthiness Limitations Schedule, Revision 26, dated September 9, 2016, which is not incorporated by reference, contains 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 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 Transport Canada AD No. CF-2017-02, dated January 16, 2017. You may view the Transport Canada AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2017-0757.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 1100, Placards and Markings.

(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) Bell Helicopter Alert Service Bulletin 429-16-34, dated November 10, 2016.

(ii) Reserved.

(3) For Bell Helicopter Textron Canada Limited 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/>.

(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 June 1, 2018.

James A. Grigg,
Acting Director, Compliance & Airworthiness Division,
Aircraft Certification Service.



2018-15-02 Airbus Helicopters: Amendment 39-19334; Docket No. FAA-2018-0091; Product Identifier 2017-SW-054-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, with a tail rotor (TR) pitch change rod elastomeric ball joint installed.

Note 1 to paragraph (a): Airbus Helicopters modification (MOD) 075601 and MOD 076602 consist of replacing the TR pitch change rod with an elastomeric ball joint rod.

(b) Unsafe Condition

This AD defines the unsafe condition as a damaged elastomeric ball joint on the TR pitch change rod. This condition could result in failure of the TR pitch change rod and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 3, 2018.

(d) Compliance

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

(e) Required Actions

Within 10 hours time-in-service (TIS) and thereafter at intervals not exceeding 10 hours TIS:

(1) Manually induce a flapping movement in the TR blade until the pitch change rod rotates a minimum of 10 degrees.

(2) Inspect both faces of the blade side of the ball joint elastomer for debonding, extrusion, and cracks. If there is a crack or any debonding or extrusion with a circumference of 90 or more degrees, before further flight, replace the pitch change rod.

(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) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 05.00.86 and EASB No. 05.00.75, both Revision 1 and both dated February 6, 2017, which are not incorporated by reference, contain 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 a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2017-0020-E, dated February 7, 2017. You may view the EASA Emergency AD on the internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0091.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6720 Tail Rotor Control System.

Issued in Fort Worth, Texas, on July 6, 2018.

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



FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

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

DATE: July 20, 2018
AD #: 2018-15-51

This Emergency Airworthiness Directive (AD) 2018-15-51 is being sent to owners and operators of Bell Helicopter Textron Canada Limited (Bell) Model 429 helicopters.

Background

This emergency AD was prompted by two reports of tail rotor (T/R) gearbox assemblies loosely attached to the gearbox support. This emergency AD requires inspecting the T/R gearbox installation for looseness, visually inspecting the T/R gearbox retaining hardware and support attachment point areas, and torque inspecting the gearbox retaining nuts. The actions in this emergency AD are intended to prevent detachment of the T/R gearbox, loss of T/R control, and loss of control of the helicopter.

Transport Canada, which is the aviation authority for Canada, has issued Canadian Emergency AD No. CF-2018-18, dated July 11, 2018, to correct an unsafe condition for Bell Model 429 helicopters. Transport Canada advises of two reports of T/R gearbox assemblies loosely attached to the gearbox support. According to Transport Canada, this condition could lead to structural damage and possible loss of control of the helicopter.

FAA's Determination

This model helicopter has been approved by the aviation authority of Canada and is approved for operation in the United States. Pursuant to our bilateral agreement with Canada, Transport Canada, its technical representative, has notified us of the unsafe condition described in the Transport Canada AD. We are issuing this AD because we evaluated all information provided by Transport Canada and determined the unsafe condition exists and is likely to exist or develop on other helicopters of the same type design.

Related Service Information

We reviewed Bell Alert Service Bulletin 429-18-40, dated July 6, 2018, which specifies a one-time inspection of the T/R gearbox installation and a one-time visual and torque inspection of the six installation attachment points. This service information also specifies contacting Bell Product Support Engineering with the results of the T/R gearbox installation inspection, any findings of the visual inspection, and the results of the torque inspection.

Emergency AD Requirements

This emergency AD requires inspecting the T/R gearbox installation for looseness, visually inspecting the T/R gearbox retaining hardware and each support attachment point area, and torque inspecting each gearbox retaining nut. Depending on the inspection results, this emergency AD requires replacing or repairing the affected parts in accordance with FAA-approved procedures.

Differences Between This Emergency AD and the Transport Canada AD

The Transport Canada AD applies to helicopters with specific serial numbers, whereas this emergency AD applies to all Model 429 helicopters. The Transport Canada AD includes a calendar-based compliance time, whereas this emergency AD does not. The Transport Canada AD requires reporting certain information to Bell Product Support Engineering and this emergency AD does not. If there is looseness, this emergency AD requires performing the visual inspection and torque inspection before further flight, while the Transport Canada AD requires contacting Bell. Lastly, if the torque of a T/R gearbox retaining nut is below 160 in-lbs (19 Nm), this emergency AD requires removing the T/R gearbox and inspecting the mounting surfaces and retaining hardware, while the Transport Canada AD requires contacting Bell.

Interim Action

We consider this emergency AD to be an interim action. If final action is later identified, we might consider further rulemaking then.

Authority for this Rulemaking

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

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

Adoption of the Emergency Airworthiness Directive (AD)

We are issuing this Emergency AD under 49 U.S.C. Sections 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2018-15-51 **Bell Helicopter Textron Canada Limited:** Product Identifier 2018-SW-055-AD.

(a) Applicability

This AD applies to Model 429 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a loose tail rotor (T/R) gearbox support attachment point. This condition could result in detachment of the T/R gearbox, loss of T/R control, and loss of control of the helicopter.

(c) Effective Date

This AD is effective upon receipt.

(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) Before further flight, inspect for looseness of the T/R gearbox installation to the T/R gearbox structural support by moving the T/R gearbox output shaft in an upward and downward direction. If the T/R gearbox installation is loose, before further flight, complete the actions required by paragraphs (e)(2)(i) and (ii) of this AD.

(2) Within 5 hours time-in-service, unless already completed as required by paragraph (e)(1) of this AD:

(i) Visually inspect the T/R gearbox retaining hardware and each support attachment point area for evidence of fretting, a crack, and incorrect installation. If there is any evidence of fretting, a crack, or incorrect installation, before further flight, repair in accordance with FAA-approved procedures.

(ii) Inspect each T/R gearbox retaining nut by applying 160 in-lbs (19 Nm) of torque. If the torque of a T/R gearbox retaining nut is below 160 in-lbs (19 Nm), before further flight:

(A) Remove the T/R gearbox and inspect each stud for proper staking, each stud thread for uniformity, each mounting surface for evidence of fretting and cracking, and each mounting hole for elongation. If a stud is not properly staked, a stud thread is not uniform, a mounting surface has evidence of fretting or cracking, or a mount hole is elongated, before further flight, replace the affected parts or repair in accordance with FAA-approved procedures.

(B) Replace each nut with nut part number NAS9926-5L and apply a torque of 160 in-lbs.

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

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

(2) For a copy of the service information referenced in this emergency AD, contact: 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/>.

(3) The subject of this AD is addressed in Transport Canada AD No. CF-2018-18, dated July 11, 2018.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

Issued in Fort Worth, Texas, on July 20, 2018.

Mitchell Soth,
Acting Director, Compliance & Airworthiness Division,
Aircraft Certification Service.