

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2018-10**

*4/30/2018 - 5/13/2018*



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

**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

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	R 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



**2018-03-03 R1 Textron Aviation Inc.:** Amendment 39-19276; Docket No. FAA-2018-0068; Product Identifier 2017-CE-049-AD.

**(a) Effective Date**

This AD is effective May 23, 2018.

**(b) Affected ADs**

This AD replaces Airworthiness Directive (AD) 2018-03-03, Amendment 39-19176 (83 FR 6114, February 13, 2018) (“AD 2018-03-03”).

**(c) Applicability**

This AD applies to the following Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company) model airplanes, that are certificated in any category:

Table 1 to paragraph (c) of this AD – Affected Models and Serial Numbers

<b>Model</b>	<b>Serial Numbers</b>
401	401-0001 through 401-0322
401A	401A0001 through 401A0132
401B	401B0001 through 401B0221
402	402-0001 through 402-0322
402A	402A0001 through 402A0129
402B	402B0001 through 402B1384
402C	689, 402C0001 through 402C1020
411	411-0001 through 411-0250
411A	411-0251 through 411-0300
414	414-0001 through 414-0965
414A	414A0001 through 414A1212
421	421-0001 through 421-0200
421A	421A0001 through 421A0158
421B	421B0001 through 421B0970
421C	421C0001 through 421C1807
425	425-0001 through 425-0236

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

**(e) Unsafe Condition**

This AD was prompted by several reports of confusion in interpreting the compliance times for the initial inspection of the carry through spar cap. We are issuing this AD to eliminate confusion in interpreting the compliance times for this inspection. The unsafe condition related to this AD was previously addressed in AD 2018-03-03.

**(f) Compliance**

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

**(g) Inspection Criteria**

For the inspections required in paragraphs (h), (i), (j) and (l) of this AD, do a detailed visual inspection of the left and right forward lower carry through spar cap for cracks. Using a 10X magnifier visually inspect the bottom surface of the carry through spar cap in the areas around the fasteners located just inboard of the left-hand and right-hand forward lower wing fittings. If a crack is not positively identified during the detailed visual inspection but is suspected or the area is questionable, before further flight, do a surface eddy current inspection of the suspected area. Do these inspections using the Accomplishment Instructions in Textron Aviation Multi-engine Mandatory Service Letter MEL-57-01 and Textron Aviation Conquest Mandatory Service Letter CQL-57-01, both dated December 18, 2017, as applicable.

**(h) Initial Inspection for All Affected Airplanes With 24,975 Hours Time-In-Service (TIS) or More on the Carry Through Spar Cap**

Within the next 25 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03), do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD.

**(i) Initial Inspection for All Affected Airplanes With Less Than 24,975 Hours TIS on the Carry Through Spar Cap**

(1) For Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, and 421A airplanes, do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD at whichever of the compliance times in paragraphs (i)(1)(i) or (ii) of this AD occurs later. See figures 1 and 2 of paragraph (i)(1) of this AD for examples.

(i) Before or upon accumulating 15,000 hours TIS on the carry through spar cap; or

(ii) Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03).

An airplane with 14,990 hours TIS on the carry through spar cap:

The airplane has 10 hours TIS before accumulating 15,000 hours TIS on the carry through spar cap, so "Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03)" would be the "whichever of the compliance times in paragraphs (i)(1)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before accumulating 15,040 hours TIS on the wing carry through spar cap.

Figure 1 to paragraph (i)(1) of this AD

An airplane with 8,000 hours TIS on the carry through spar cap:

The airplane has 7,000 hours TIS before accumulating 15,000 hours TIS on the carry through spar cap, so the "Before or upon accumulating 15,000 hours TIS on the carry through spar cap" would be the "whichever of the compliance times in paragraphs (i)(1)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before or upon accumulating 15,000 hours TIS on the wing carry through spar cap.

Figure 2 to paragraph (i)(1) of this AD

(2) For Models 421B and 421C airplanes, do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD at whichever of the compliance times in paragraphs (i)(2)(i) or (ii) of this AD occurs later. See figures 3 and 4 to paragraph (i)(2) of this AD for examples.

- (i) Before or upon accumulating 12,000 hours TIS on the carry through spar cap; or
- (ii) Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03).

An airplane with 11,980 hours TIS on the carry through spar cap:

The airplane has 20 hours TIS before accumulating 12,000 hours TIS on the carry through spar cap, so the "Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03)" would be the "whichever of the compliance times in paragraphs (i)(2)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before accumulating 12,030 hours TIS on the wing carry through spar cap.

Figure 3 to paragraph (i)(2) of this AD

An airplane with 9,000 hours TIS on the carry through spar cap:

The airplane has 3,000 hours TIS before accumulating 12,000 hours TIS on the carry through spar cap, so the "Before or upon accumulating 12,000 hours TIS on the carry through spar cap" would be the "whichever of the compliance times in paragraphs (i)(2)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before or upon accumulating 12,000 hours TIS on the wing carry through spar cap.

Figure 4 to paragraph (i)(2) of this AD

(3) For Model 425 airplanes, do an initial detailed visual inspection following the instructions specified in paragraph (g) of this AD at whichever of the compliance times in paragraphs (i)(3)(i) or (ii) of this AD occurs later. See figures 5 and 6 to paragraphs (i)(3) of this AD for examples.

- (i) Before or upon accumulating 11,000 TIS on the carry through spar cap; or
- (ii) Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03).

An airplane with 10,990 hours TIS on the carry through spar cap:

The airplane has 10 hours TIS before accumulating 11,000 hours TIS on the carry through spar cap, so the "Within the next 50 hours TIS after February 28, 2018 (the effective date retained from AD 2018-03-03)" would be the "whichever of the compliance times in paragraphs (i)(3)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before accumulating 11,040 hours TIS on the wing carry through spar cap.

Figure 5 to paragraph (i)(3) of this AD

An airplane with 2,000 hours TIS on the carry through spar cap:

The airplane has 9,000 hours TIS before accumulating 11,000 hours TIS on the carry through spar cap, so the "Before or upon accumulating 11,000 hours TIS on the carry through spar cap" would be the "whichever of the compliance times in paragraphs (i)(3)(i) or (ii) of this AD occurs later." Therefore, the airplane must be inspected before or upon accumulating 11,000 hours TIS on the wing carry through spar cap.

Figure 6 to paragraph (i)(3) of this AD

#### **(j) Repetitive Inspections for All Affected Airplanes**

If no cracks are found during the initial detailed visual inspections or the surface eddy current inspections required in paragraphs (h) and (i) of this AD, repetitively thereafter inspect at intervals not to exceed 50 hours TIS. Inspect following the instructions specified in paragraph (g) of this AD.

#### **(k) Replacement of Carry Through Spar Cap for All Affected Airplanes**

If cracks are found during any inspection required in paragraphs (h) through (j) and paragraph (l) of this AD, before further flight, replace the carry through spar cap.

#### **(l) Initial and Repetitive Inspections of Newly Installed Carry Through Spar Cap for All Affected Airplanes**

Do the initial and repetitive inspections following the instructions specified in paragraph (g) of this AD at the applicable compliance time in paragraphs (l)(1) through (3) of this AD. If any cracks are found during any inspection required by this paragraph, before further flight, replace the wing carry through spar cap.

(1) For Models 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, and 421A airplanes, initially inspect before or upon accumulating 15,000 hours TIS on the newly installed carry through spar cap and repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(2) For Models 421B and 421C airplanes, initially inspect before or upon accumulating 12,000 hours TIS on the newly installed carry through spar cap and repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

(3) For Model 425 airplanes, initially inspect before or upon accumulating 11,000 hours TIS on the newly installed carry through spar cap and repetitively thereafter inspect at intervals not to exceed 50 hours TIS.

**(m) Reporting Requirement for All Affected Airplanes**

Within 30 days after each inspection required by paragraphs (h) through (j) and paragraph (l) of this AD, report the results of the inspection to the FAA representative identified in paragraph (r) of this AD using the undated Attachment (titled Spar Cap Inspection Results Form and Spar Cap Inspection Results Form Continued) to Textron Aviation Multi-engine Mandatory Service Letter MEL-57-01 and Textron Aviation Conquest Mandatory Service Letter CQL-57-01, both dated December 18, 2017, as applicable. Please identify AD 2018-03-03 in the subject line if submitted through email.

**(n) Installation of Optional Access Panels All Affected Airplanes**

Textron Aviation Conquest Service Bulletin CQB-57-01, Textron Aviation Multi-engine Service Bulletin MEB-57-01, and Textron Multi-engine Service Bulletin MEB-57-02, all dated December 20, 2017, provide the manufacturer's optional procedures for installing access panels for easier access to the forward carry through spar cap. This AD does not require installing the access panels, but does not restrict the owner/operator from doing so.

**(o) Credit for Actions Done Following Previous Service Information for Affected Airplanes**

This AD allows credit for the initial inspection of the forward lower carry through spar cap required in paragraphs (h) and (i) of this AD if done before February 28, 2018 (the effective date retained from AD 2018-03-03), using the following documents:

- (1) Models 401, 401A, 401B, 402, 402A, 402B airplanes: Cessna Aircraft Company Model 401/402 Supplemental Inspection Document, Supplemental Inspection Number 57-10-10, dated June 3, 2002.
- (2) Model 402C airplanes: Cessna Aircraft Company Model 402C Maintenance Manual, Supplemental Inspection Number 57-10-14, dated June 3, 2002.
- (3) Models 411 and 411A airplanes: Cessna Aircraft Company Model 411, Supplemental Inspection Document, Supplemental Inspection Number 57-10-10, dated January 6, 2003.
- (4) Model 414 airplanes: Cessna Aircraft Company Model 414 Supplemental Inspection Document, Supplemental Inspection Number 57-10-10, dated August 1, 2002.
- (5) Model 414A airplanes: Cessna Aircraft Company Model 414A Supplemental Inspection Document, Supplemental Inspection Number 57-10-14, dated August 1, 2002.
- (6) Models 421, 421A, and 421B airplanes: Cessna Aircraft Company Model 421 Supplemental Inspection Document, Supplemental Inspection Number 57-10-10, dated March 3, 2003.
- (7) Model 421C airplanes: Cessna Aircraft Company Model 421C Supplemental Inspection Document, Supplemental Inspection Number 57-10-14, dated January 6, 2003.

**(p) Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a 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 15 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.

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

(1) The Manager, Wichita 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 (r) 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.

**(r) Related Information**

For more information about this AD, contact Bobbie Kroetch, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4155; fax: (316) 946-4107; email: bobbie.kroetch@faa.gov or Wichita-COS@faa.gov.

**(s) 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.

(3) The following service information was approved for IBR on February 28, 2018 (83 FR 6114, February 13, 2018).

(i) Textron Aviation Multi-engine Mandatory Service Letter MEL-57-01, dated December 18, 2017 (includes the undated Attachment titled Spar Cap Inspection Results Form and Spar Cap Inspection Results Form Continued).

(ii) Textron Aviation Conquest Mandatory Service Letter CQL-57-01, dated December 18, 2017 (includes the undated Attachment titled Spar Cap Inspection Results Form and Spar Cap Inspection Results Form Continued).

(4) For Textron Aviation service information identified in this AD, contact Textron Aviation Inc., Textron Aviation Customer Service, One Cessna Blvd., Wichita, Kansas 67215; telephone: (316) 517-5800; email: customercare@txtav.com; internet: www.txtav.com.

(5) 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.

(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 April 30, 2018.

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



**2018-04-02 Viking Air Limited:** Amendment 39-19197; Docket No. FAA-2017-1038; Product Identifier 2017-CE-024-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 27, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Viking Air Limited Models DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 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 address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as aileron cable wear; fouling at the wing root rib, fuselage skin, and wing root rib fairlead; and/or fraying of the cable from the root rib fairlead. We are issuing this AD to identify and address wear on the aileron cable fuselage skin cut-out and on the wing root rib fairlead, and any fraying of the cable from the root rib fairlead, which could lead to failure of the aileron cable and loss of control.

**(f) Actions and Compliance**

Unless already done, do the following actions in paragraphs (f)(1) through (5) of this AD:

(1) Within the next 50 hours time-in-service (TIS) after March 27, 2018 (the effective date of this AD) or before the aileron cables have accumulated 300 hours TIS, whichever occurs later, inspect the aileron cables following the Accomplishment Instructions in Viking Air Limited Service Bulletin V6/0022, Revision B, dated June 13, 2014 (SB V6/0022, Revision B). Inspect repetitively thereafter at intervals not to exceed 500 hours TIS, but not to exceed five inspections (the initial and four repetitives).

(2) If any discrepancies are found during any of the inspections required in paragraph (f)(1) of this AD, before further flight, replace the aileron cable(s) following the Accomplishment Instructions in SB V6/0022, Revision B.

(3) Upon completion of the initial and four repetitive inspections detailed in paragraph (f)(1) of this AD, resume the inspections specified in the maintenance program.

(4) Within 30 days after completion of each inspection detailed in paragraph (f)(1) of this AD, report the results of each inspection to Viking Air Limited in accordance with the reporting instructions in SB V6/0022, Revision B.

(5) Installation of new aileron cables or re-installation of existing cables that have been removed for any reason re-starts the inspections required 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, New York ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: James Delisio, Program Manager, Continued Operational Safety, FAA, New York ACO Branch, 1600 Stewart Avenue, Westbury, New York 11590; telephone: (516) 228-7300; fax: (516) 794-5531; email: 9-avs-nyaco-cos@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Contacting the Manufacturer: For any requirement in this AD to obtain corrective actions from a manufacturer, the action must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada; or Viking Air Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(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 Transport Canada AD Number CF-2017-20, dated June 7, 2017, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2017-1038-0002>.

**(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 the AD specifies otherwise.

(i) Viking Air Limited Service Bulletin V6/0022, Revision B, dated June 13, 2014.

(ii) Reserved.

(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; telephone: (North America) (866) 492-8527; fax: (250) 656-0673; 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, 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. In addition, you can access this service information on the internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2017-1038.

(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 February 12, 2018.

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



**2018-10-01 Safran Helicopter Engines, S.A.:** Amendment 39-19275; Docket No. FAA-2017-0838; Product Identifier 2017-NE-33-AD.

**(a) Effective Date**

This AD is effective June 11, 2018.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Safran Helicopter Engines, S.A., Arriel 2E turboshaft engines with front support, part number 0 292 11 715 0, installed (pre-mod TU 197 configuration).

**(d) Subject**

Joint Aircraft System Component (JASC) Code 8300, Accessory Gearboxes.

**(e) Unsafe Condition**

This AD was prompted by reports of ruptured front support pins on the accessory gearbox front support. We are issuing this AD to prevent failure of a front support, loss of engine thrust control and reduced control of the helicopter.

**(f) Compliance**

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

**(g) Required Actions**

Before the accessory gearbox and transmission shaft module (Module 01) accumulates 1,600 engine operating hours since new, or within 80 engine operating hours after the effective date of this AD, whichever occurs later, replace the front support with a part eligible for installation.

**(h) Definition**

For the purpose of this AD, a part eligible for installation is a Module 01 with a pre-mod TU 197 front support, that has not accumulated more than 1,680 engine operating hours since new; or a Module 01 with a post-mod TU 197 front support.

**(i) Installation Prohibition**

As of the effective date of this AD, you may not install a pre-mod TU 197 front support on any engine with a post-mod TU 197 front support installed.

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

(1) The Manager, FAA, ECO Branch, 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 Robert Green, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to EASA AD 2016-0235, dated November 24, 2016, 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-2017-0838.

**(l) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on May 1, 2018.  
Karen M. Grant,  
Acting Manager, Engine and Propeller Standards Branch,  
Aircraft Certification Service.