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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2017-0288; Product Identifier 2017-CE-007-AD; Amendment 39-19231; AD 2018-06-11]

RIN 2120-AA64

Airworthiness Directives; Textron Aviation Inc. Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Textron Aviation Inc. Models A36TC, B36TC, S35, V35, V35A, and V35B airplanes. This AD was prompted by a fatal accident where the exhaust tailpipe fell off during takeoff. This AD adds a life limit to the exhaust tailpipe v-band coupling (clamp) that attaches the exhaust tailpipe to the turbocharger and requires an annual visual inspection of the exhaust tailpipe v-band coupling (clamp). We are issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective May 3, 2018.

ADDRESSES:

Examining the AD Docket

You may examine the AD docket on the internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2017-0288; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations (phone: 800-647-5527) is U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4196; fax: (316) 946-4107; email: thomas.teplik@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a supplemental notice of proposed rulemaking (SNPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Textron Aviation Inc. Models A36TC, B36TC, S35, V35, V35A, and V35B airplanes. The SNPRM published in the Federal Register on November 8, 2017 (82 FR 51782).

We preceded the SNPRM with a notice of proposed rulemaking (NPRM) that published in the Federal Register on April 12, 2017 (82 FR 17594). The NPRM proposed to add a life limit to the exhaust tailpipe v-band coupling (clamp) and, if the coupling is removed for any reason before the life limit is reached, require an inspection of the v-band coupling before reinstalling. The NPRM was prompted by a fatal accident where the exhaust tailpipe fell off during takeoff.

The SNPRM proposed to add to the applicability of the AD, add a life limit to the exhaust tailpipe v-band coupling (clamp) that attaches the exhaust tailpipe to the turbocharger, and require an annual visual inspection of the exhaust tailpipe v-band coupling (clamp). We are issuing this AD to address the unsafe condition on these products.

Comments

We gave the public the opportunity to participate in developing this final rule. The following presents the comments received on the SNPRM and the FAA's response to each comment.

Support of the AD Action

Michelle Prengle agrees with the AD action. She states, “I am the daughter of the pilot from which this AD is prompted. My brothers and I lost our father and stepmother in this accident. I want people to know that my father loved to fly and believed that flying was the safest form of transportation. I wish that this AD be implemented to honor what my father truly believed, that flying is the safest form of transportation. I believe it will provide one more measure that will save lives in the future.”

Request the Removal of Multi-Segment Couplings From All Airplanes

Paul Gryko recommended removal of multi-segment couplings from all airplanes and replace with one-piece couplings. The commenter discussed other airplane models that have the multi-segment coupling installed and other AD actions affecting exhaust tailpipe v-band couplings. The commenter discussed that multi-segment couplings may have different part numbers on different airplanes with different torque values. Having one one-piece coupling with the same torque value for use on all airplanes would benefit the industry. The commenter discussed the possibility of expanding the scope of this AD or issuing a different AD action.

We do not agree with this comment. The FAA has determined that an unsafe condition exists on certain Models A36TC, B36TC, S35, V35, V35A, and V35B airplanes. This AD addresses the unsafe condition on those specific airplanes. Including the actions of this AD on other airplane models that may have the affected exhaust tailpipe v-band coupling installed goes beyond the scope of this AD. However, the FAA is looking at the possibility of this unsafe condition affecting other airplanes.

We have not changed this AD based on this comment.

Request To Expand the Scope of the AD to All Airplanes Equipped With Continental TSIO-520 Engines

Dustin Todd requested we expand the AD to all Textron airplanes equipped with TSIO-520 engines and to require inspection of all areas of the turbocharger exhaust pipe. During a 50-hour oil change, he found a crack in the turbocharger exhaust pipe. The crack appeared to have originated beneath the coupling. Removal of the coupling is not required during 100-hour or annual inspections, so the crack could go undetected for hours or years.

We disagree with this comment. The FAA has determined that an unsafe condition exists on certain Models A36TC, B36TC, S35, V35, V35A, and V35B airplanes. This AD requires a life limit replacement and inspection of the exhaust tailpipe v-band couplings as installed on those affected airplanes. To include all Textron airplanes equipped with Continental TSIO-520 engines and to require inspection of all areas of the turbocharger exhaust pipe would be beyond the scope of this AD. However, the FAA is looking at the possibility of this unsafe condition affecting other airplanes.

We have not changed this AD based on this comment.

Request To Withdraw the SNPRM or To Increase the Life Limit of the Couplings

David Cort commented the proposed AD is an overreaction to address one airplane affected out of 731 airplanes. The commenter believes over torqueing and the additional stress of heat expansion on the coupling caused the fatigue cracks. The commenter also noted the difficulty in accessing the coupling and applying the correct amount of torque. The commenter believes removing and reinstalling couplings by inexperienced mechanics could add to the problem. We infer the commenter wants the SNPRM withdrawn. If the FAA proceeds with the AD action, the commenter believes the compliance time should be no less than 1,000 hours time-in-service (TIS).

We disagree with this comment. The FAA has determined that an unsafe condition exists on certain Models A36TC, B36TC, S35, V35, V35A, and V35B airplanes. This AD describes procedures for the correct amount of torque and the actions required by this AD must be done by an appropriately certified mechanic. The accident/incident failure data and existing AD actions demonstrate that a 500-hour life limit is appropriate for this type of multi-segment coupling.

We have not changed this AD based on this comment.

Request To Withdraw the SNPRM

Textron Aviation, Inc. requested we withdraw the SNPRM. The commenter stated there are no unique aspects to the engine installation on the affected airplanes or the v-band coupling installation that would justify a need for an AD specific to the affected airplanes. The commenter states an appliance specific AD would be a more appropriate approach to addressing the unsafe condition identified by the FAA for all airplanes.

We disagree with this comment. The FAA has determined an unsafe condition exists on the specific airplanes affected by this AD. This AD will address the unsafe condition on the specific airplanes this AD affects. However, the FAA is looking at the possibility of this unsafe condition affecting other airplanes.

We have not changed this AD based on this comment.

Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this final rule as proposed except for minor editorial changes. We have determined that these minor changes:

- [Agr]re consistent with the intent that was proposed in the SNPRM for addressing the unsafe condition; and

- Do not add any additional burden upon the public than was already proposed in the SNPRM.

We also determined that these changes will not increase the economic burden on any operator or increase the scope of this final rule.

Costs of Compliance

We estimate that this AD affects 731 airplanes of U.S. registry.

We estimate the following costs to comply with this AD:

Estimated Costs

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Visual inspection of the exhaust tailpipe v-band coupling (Installed)	.5 work-hour × $85 per hour = $42.50	Not applicable	$42.50	$31,067.50
Replacement of the exhaust tailpipe v-band coupling	2 work-hours × 85 per hour = 170	300	470	343,570

We estimate the following costs to do any necessary inspection that would require removal and reinstallation of the exhaust tailpipe v-band coupling. We have no way of determining the number of airplanes that might need this inspection:

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Inspection of the exhaust tailpipe v-band coupling (Not installed, includes removal and reinstallation)	1.5 work-hours × $85 per hour = $127.50	Not applicable	$127.50

We estimate the following costs for the installation of part number N1000897-40 exhaust tailpipe v-band coupling on Models S35, V35, V35A, and V35B airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture. We have no way of determining the number of airplanes that may do this installation:

On-Condition Costs

Action	Labor cost	Parts cost	Cost per product
Installation of part number N1000897-40 exhaust tailpipe v-band coupling	2 work-hours × $85 per hour = $170	$632	$802

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.

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,

(2) Is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979),

(3) Will not affect intrastate aviation in Alaska, and

(4) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39–AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2018-06-11 Textron Aviation Inc.: Amendment 39-19231; Docket No. FAA-2017-0288; Product Identifier 2017-CE-007-AD.

(a) Effective Date

This AD is effective May 3, 2018.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to the following Textron Aviation Inc. airplanes; all serial numbers, that are certificated in any category:

(i) Models A36TC and B36TC airplanes equipped with a turbocharged engine.

(ii) Models S35, V35, V35A, and V35B airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture; and

(iii) Models S35, V35, V35A, and V35B airplanes equipped with StandardAero Supplemental Type Certificate (STC) SA1035WE.

(2) If the one-piece v-band coupling (clamp), part number (P/N) NH1000897-40, is installed on Textron Aviation Inc. Models S35, V35, V35A, and V35B airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture, this AD does not apply to those airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 81, Turbocharging.

(e) Unsafe Condition

This AD was prompted by a fatal accident where the exhaust tailpipe fell off during takeoff. We are issuing this AD to prevent failure of the exhaust tailpipe v-band coupling (clamp) that may lead to detachment of the exhaust tailpipe from the turbocharger and allow high-temperature exhaust gases to enter the engine compartment, which could result in an inflight fire.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done. For the purposes of this AD, the exhaust tailpipe v-band coupling may also be referred to as the exhaust tailpipe v-band clamp.

(g) Review of the Maintenance Records

Within 50 hours time-in-service (TIS) after May 3, 2018 (the effective date of this AD), do a maintenance records review to determine the hours TIS of the exhaust tailpipe v-band coupling. If unable to determine the hours TIS of the exhaust tailpipe v-band coupling, use the compliance time specified in paragraph (h)(2) of this AD.

(h) Compliance Times for Repetitive Replacement of the V-Band Coupling

Use the following compliance times in paragraph (h)(1) or (2) of this AD for the repetitive replacement of the exhaust tailpipe v-band coupling as specified in paragraph (i) of this AD.

(1) If from a review of the maintenance records you can positively identify that the hours TIS for the exhaust tailpipe v-band coupling is less than 500 hours TIS: Do the initial replacement within 500 hours TIS on the exhaust tailpipe v-band coupling or within the next 50 hours TIS after May 3, 2018 (the effective date of this AD), whichever occurs later, and replace repetitively thereafter at intervals not to exceed 500 hours TIS on the exhaust tailpipe v-band coupling.

(2) If from a review of the maintenance records you can positively identify that the hours TIS for the exhaust tailpipe v-band coupling is 500 hours TIS or more or you cannot positively identify the hours TIS for the exhaust tailpipe v-band coupling: Do the initial replacement within 50 hours TIS after May 3, 2018 (the effective date of this AD) and replace repetitively thereafter at intervals not to exceed 500 hours TIS on the exhaust tailpipe v-band coupling.

(i) Replacement of the Exhaust Tailpipe V-Band Coupling

Replace the exhaust tailpipe v-band coupling for the airplanes in paragraphs (i)(1) and (2) of this AD at the applicable compliance time as specified in paragraph (h) of this AD.

Note 1 to the introductory text of paragraph (i) of this AD: We recommend after installation of the exhaust tailpipe v-band coupling, you do an engine run and recheck the torque of the v-band coupling.

(1) Models A36TC and B36TC airplanes: Replace the exhaust tailpipe v-band coupling part number (P/N) N4211-375-M or P/N 5322C-375-Z with a new exhaust tailpipe v-band coupling. When installing the new part, tighten the v-band coupling to 40 in-lbs., tap the periphery of the band to distribute tension, and torque again to 40 in-lbs.

Note 2 to paragraph (i)(1) of this AD: P/Ns N4211-375-M and P/N 5322C-375-Z are also known as P/N N4211-375M and P/N 5322C3752. The engineering drawings list the applicable part number v-band couplings as P/N N4211-375-M and P/N 5322C-375-Z; however, the parts catalog lists the applicable v-band couplings as P/N N4211-375M and P/N 5322C3752.

(2) For Models S35, V35, V35A, and V35B airplanes, as specified in paragraphs (i)(2)(i) and (ii) of this AD:

(i) For airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture: Replace the exhaust tailpipe v-band coupling P/N U4211-375-M or P/N 4404C375-M with a new exhaust tailpipe v-band coupling. When installing a new P/N U4211-375-M, tighten the v-band coupling to 60 in-lbs., tap the periphery of the band to distribute tension, and torque again to 60 in-lbs. When installing a new P/N 4404C375-M, add 20 in-lbs after the running torque is overcome. Replacement of exhaust tailpipe v-band coupling P/N U4211-375-M or P/N 4404C375-M with the one-piece v-band coupling, P/N NH1000897-40, terminates the requirements of this AD.

Note 3 to paragraph (i)(2)(i) and (ii) of this AD: P/Ns U4211-375-M and 4404C375-M may also be known as P/Ns U4211-375M and 4404C375M or 4404C-375-M.

(ii) For airplanes equipped with STC SA1035WE: Replace the exhaust tailpipe v-band coupling P/N U4211-375-M with a new exhaust tailpipe v-band coupling. When installing the new part, tighten the v-band coupling to 60 in-lbs., tap the periphery of the band to distribute tension, and torque again to 60 in-lbs.

(j) Repetitive Visual Inspection of the Installed Exhaust Tailpipe V-Band Coupling

(1) If you remove the exhaust tailpipe v-band coupling during your annual inspection or within the compliance time specified in paragraph (j)(2) of this AD, you may do the inspection specified in paragraph (k) of this AD in lieu of the inspection required in paragraph (j) of this AD. If you already have the v-band coupling removed, doing the detailed inspection as specified in paragraph (k) of this AD eliminates the possibility of having to remove and reinstall the v-band coupling more than once if certain conditions are found during the inspection required in paragraph (j) of this AD.

(2) At the next annual inspection after May 3, 2018 (the effective date of this AD) or within the next 12 months after May 3, 2018 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 12 months, do a visual inspection of the installed exhaust tailpipe v-band coupling. Use the inspection steps listed in paragraphs (j)(2)(i) through (vii) of this AD.

(i) Inspect the coupling and area around the coupling for signs of exhaust stains, sooting, or other evidence of exhaust leakage. If any of those conditions are found, remove the coupling and go to the inspection steps in paragraph (k) of this AD for inspection of a v-band coupling that has been removed.

(ii) Inspect the coupling outer band for cracks, paying particular attention to the spot weld areas. If cracks are found, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(iii) Inspect the coupling for looseness or separation of the outer band to the v-retainer segments(s) at all spot welds. If looseness or separation of the outer band to any or multiple retainer segments(s) is found, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(iv) Inspect the coupling outer band for cupping, bowing, or crowning. If any of these conditions are found, before further flight, remove the coupling and go to the inspection steps in paragraph (k) of this AD for inspection of a v-band coupling that has been removed.

(v) Inspect the area of the coupling, including the outer band, opposite the t-bolt for damage or distortion. If any damage or distortion is found, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vi) Using a mirror, verify there is a space between each v-retainer coupling segment below the t-bolt. If there is no space between each v-retainer coupling segment below the t-bolt, before further flight, you must replace the v-band coupling with a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vii) Verify the v-band coupling nut is properly torqued as specified in paragraphs (j)(2)(vii)(A) through (C) of this AD:

(A) For P/N N4211-375-M or P/N 5322C-375-Z exhaust tailpipe v-band coupling, torque to 40 in-lbs.

(B) For P/N U4211-375-M exhaust tailpipe v-band coupling, torque to 60 in-lbs.

(C) For 4404C375-M exhaust tailpipe v-band coupling, verify the nut is secure. If not secure, before further flight, loosen and verify running torque and add 20 in-lbs to the running torque when tightened.

(3) These inspections do not terminate the 500-hour TIS repetitive replacement of the v-band coupling and do not restart the hours TIS for the repetitive replacement of the v-band coupling.

(k) Visual Inspection of a Removed Exhaust Tailpipe V-Band Coupling

(1) If during the visual inspection required in paragraph (j) of this AD you are required to remove of the exhaust tailpipe v-band coupling to do a more detailed inspection, you must do the inspection steps listed in paragraphs (k)(1) and (2) of this AD. If you removed the exhaust tailpipe v-band coupling during the annual inspection or within the compliance time specified in paragraph (j)(2) of this AD, you may do the inspection specified in paragraph (k) of this AD in lieu of the inspection required in paragraph (j) of this AD. If you already have the v-band coupling removed, doing the detailed inspection as specified in paragraph (k) of this AD eliminates the possibility of having to remove and reinstall the v-band coupling more than once if certain conditions are found during the inspection required in paragraph (j) of this AD.

(i) Use crocus cloth and mineral spirits/Stoddard solvent, to clean the outer band of the v-band coupling. Pay particular attention to the spot weld areas on the coupling. If during cleaning corrosion cannot be removed or pitting of the v-band coupling is found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(ii) Use a 10x magnifier to visually inspect the outer band for cracks, paying particular attention to the spot weld areas. If cracks are found during this inspection, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(iii) Visually inspect the flatness of the outer band using a straight edge. Lay the straight edge across the width of the outer band. The gap must be less than 0.062 inches. See figure 1 to paragraphs (k)(1)(iii) and (v) of this AD. If the gap exceeds 0.062 inches between the outer band and the straight edge, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

Figure 1 to paragraphs (k)(1)(iii) and (v) of this AD: Cross section of v-band coupling

(iv) With the t-bolt in the 12 o'clock position, visually inspect the coupling for the attachment of the outer band to the v-retainer coupling segments by inspecting for gaps between the outer band and the v-retainer coupling segments between approximately the 1 o'clock through 11 o'clock position. It is recommended to use backlighting to see gaps. If gaps between the outer band and the v-retainer coupling segments are found, do not re-install the v-band coupling. Before further flight, you must

install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(v) Visually inspect the bend radii of the coupling v-retainer coupling segments for cracks. Inspect the radii throughout the length of the segment. See figure 1 to paragraphs (k)(1)(iii) and (v) of this AD. If any cracks are found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(vi) Visually inspect the outer band opposite the t-bolt for damage (distortion, creases, bulging, or cracks), which may be caused from excessive spreading of the coupling during installation and/or removal. If any damage is found, do not re-install the v-band coupling. Before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(2) If the removed exhaust tailpipe v-band coupling passes all of the inspection steps listed in paragraphs (k)(1)(i) through (vi) of this AD, you may re-install the same v-band coupling. After the coupling is re-installed and torqued as specified in Replacement of the V-Band Coupling, paragraph (i) of this AD, verify there is space between each v-retainer coupling segment below the t-bolt. If there is no space between each v-retainer coupling segment below the t-bolt, before further flight, you must install a new v-band coupling and restart the hours TIS for the repetitive replacement of the v-band coupling.

(3) The inspections required in paragraphs (k)(1) and (2) of this AD only apply to re-installing the same exhaust tailpipe v-band coupling that was removed as specified in paragraph (j) of this AD. It does not apply to installation of a new v-band coupling. These inspections do not terminate the 500-hour TIS repetitive replacement of the v-band coupling and do not restart the hours TIS for the repetitive replacement of the v-band coupling.

(4) As of May 3, 2018 (the effective date of this AD), do not install a used exhaust tailpipe v-band coupling on the airplane except for the reinstallation of the inspected exhaust tailpipe v-band coupling that was removed as specified in paragraphs (j) and (k) of this AD.

(l) 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. The Manager, Chicago ACO Branch, FAA, has the authority to approve AMOCs concerning STC SA1035WE, 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 Wichita ACO Branch, send it to the attention of the person identified in paragraph (m) of this AD. If sending information directly to the manager of the Chicago ACO Branch, send it to the attention of John Tallarovic, Aerospace Engineer, AIR-7C3 Chicago ACO Branch, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; telephone: (847) 294-8180; fax: (847) 294-7834; email: john.m.tallarovic@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.

(m) Related Information

For more information about this AD, contact Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4196; fax: (316) 946-4107; email: thomas.teplik@faa.gov.

(n) Material Incorporated by Reference

None.

Issued in Kansas City, Missouri, on March 20, 2018.
Melvin J. Johnson,
Deputy Director, Policy & Innovation Division,
Aircraft Certification Service.

U.S. Department
of Transportation
**Federal Aviation
Administration**

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JUL 11 2018

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Reply to: 7K0-18-06836 Rev. 1

Subject: Alternate Method of Compliance for Airworthiness Directive (AD) 2018-06-11, Ref. Paragraphs (i) and (j), Replacement and Inspection of the Exhaust Tailpipe V-Band Coupling

Reference: (1) Textron Aviation letter, Request Global Alternate Method of Compliance (AMOC) for AD 2018-06-11, dated June 22, 2018

Dear Mr. Ramey:

The Federal Aviation Administration (FAA) has received your letter proposing a Global AMOC to AD 2018-06-11, for Paragraphs (i) and (j), Replacement and Inspection of the Exhaust Tailpipe V-Band Coupling.

The Wichita Aircraft Certification office has reviewed and approves your Global AMOC proposal to AD 2018-06-11, Paragraph (i) and (j).

1. In accordance with FAA Order 8110.103B, dated September 14, 2016, the following limitations apply:

   The Textron Aviation Global AMOC applies to Paragraph (i) "Replacement of the Exhaust Tailpipe V-Band Coupling" for AD 2018-06-11 as follows:

   a) For Models A36TC and B36 TC airplanes:
      V-band coupling part number (P/N) S1921-1 is an acceptable replacement for V-band coupling P/N N4211-375-M.
   b) For the S35, V35, V35A, and V35B airplanes equipped with the Continental TSIO-520-D engine with AiResearch turbocharger during manufacture:
      V-band coupling P/N S1921-1 is an acceptable replacement for V-band coupling part numbers, P/N U4211-375-M or P/N 4404C375-M.

The Textron Aviation Global AMOC applies to Paragraph (i) for AD 2018-06-11 as follows:

a) For the A36TC, B36TC, S35, V35, V35A, and V35B airplanes:
When installing the P/N S1921-1 add 20 in-lbs to the running torque of the nut for the couplings manufactured by Aeroquip (Eaton). Tap the periphery of the band to distribute tension and recheck the torque after tapping.

b) For the A36TC, B36TC, S35, V35, V35A, and V35B airplanes:
When installing the P/N S1921-1 add 50 in-lbs to the running torque for of the nut for couplings manufactured by National Utilities Company (NUCO). Tap the periphery of the band to distribute tension and recheck the torque after tapping.

The Textron Aviation Global AMOC proposal applies to Paragraphs (j) "Repetitive Visual Inspection of the Installed Exhaust Tailpipe V-Band Coupling" for AD 2018-06-11 as follows:

a) For the A36TC, B36TC, S35, V35, V35A, and V35B airplanes:
Verify the S1921-1 nut is secure. If not secure, before further flight loosen and measure the running torque and add 20 in-lbs to the running torque of the nut for couplings manufactured by Aeroquip.

b) For the A36TC, B36TC, S35, V35, V35A, and V35B airplanes:
Verify the S1921-1 nut is secure. If not secure, before further flight loosen and measure the running torque and add 50 in-lbs to the running torque for couplings manufactured by NUCO.

2. Compliance to the 500-hour repetitive replacement time per paragraph (h) "Compliance Times for Repetitive Replacement" for AD 2018-06-11 is still required with the use of the S1921-1 V-band coupling.
3. Compliance to repetitive inspection per paragraph (j) "Repetitive Visual Inspection of the Installed Exhaust Tailpipe V-Band Coupling" is still required with the use of the S1921-1 V-band coupling.
4. Compliance to the inspection per paragraph (k) "Visual Inspection of a Removed Exhaust Tailpipe V-Band Coupling" is still required with the use of the S1921-1 V-band coupling.
5. This AMOC is not applicable for Models S35, V35, V35A, and V35B airplanes equipped with StandardAero Supplemental Type Certificate (STC) SA1035WE.

All provisions of AD 2018-06-11 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

This AMOC only applies to the FAA AD listed above. The FAA does not have the authority to approve this as an AMOC to any AD issued by another civil aviation authority (CAA). Approval of an AMOC to another CAA's AD must come from that CAA.

Before using this AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. It must be documented in the aircraft records that this Global AMOC was used to comply with AD 2018-06-11.

Sincerely,

Charles D. Riddle
Section Manager, Mechanical Systems & Propulsion
Wichita ACO Branch

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