

2016-17-08 Textron Aviation, Inc.: Amendment 39-18621; Docket No. FAA-2016-8992; Directorate Identifier 2016-CE-021-AD.

(a) Effective Date

This AD is effective September 12, 2016.

(b) Affected ADs

This AD replaces AD 2016-07-24, Amendment 39-18469 (81 FR 21250, April 11, 2016) ("AD 2016-07-24").

(c) Applicability

This AD applies to Textron Aviation, Inc. Models 310 through 310R, E310H, E310J, T310P through T310R, 310J-1, 320 through 320F, 320-1, 335, 340, 340A, 401 through 401B, 402 through 402C, 411, 411A, 414, 414A, and 421 through 421C airplanes (type certificates 3A10, 3A25, and A7CE previously held by Cessna Aircraft Company), all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2731, Elevator Tab Control System.

(e) Unsafe Condition

This AD supersedes AD 2016-07-24, which required replacement and repetitive inspections of the hardware securing the elevator trim tab push-pull rod. This AD retains the actions for AD 2016-07-24 but revises the repetitive inspection intervals and allows for a longer bolt for the attachment of the elevator trim tab actuator rod end to the push-pull tube connection and/or for the elevator trim tab horn end to the push-pull tube connection. This AD was prompted by comments indicating difficulties with bolt installation and requesting a revision to repetitive inspection intervals to coincide with established inspection intervals. We are issuing this AD to prevent jamming of the elevator trim tab in a position outside the normal limits of travel due to the loss of the attachment hardware connecting the elevator trim tab actuator to the elevator trim tab push-pull rod, which could result in loss of control.

(f) Actions and Compliance

Do the actions in paragraphs (f)(1) through (3) of this AD. If paragraph (f)(1) of this AD has already been done before September 12, 2016 (the effective date of this AD) following either Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, dated February 29, 2016 (see paragraph (g) of this AD) or Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016, then credit can be taken and the only required actions are the repetitive actions of paragraphs (f)(2) and (3) of this AD.

(1) Within the next 90 days after September 12, 2016 (the effective date of this AD), replace the elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and the trim tab ends of the push-pull rod following steps 3 through 6 of the accomplishment instructions in Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

(2) Following the replacement required in paragraph (f)(1) of this AD or the replacement or previous repetitive general visual inspection done per AD 2016-07-24, whichever occurs later, repetitively conduct general visual inspections of the elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and the trim tab ends of the push-pull rod at intervals not to exceed 110 hours TIS or 12 months, whichever occurs first. Before further flight, replace the hardware if necessary following the Compliance NOTE on page 1 of Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

Note 1 to paragraph (f)(2) of this AD: The intent is to require these repetitive inspections during your regular maintenance schedule.

(3) After September 12, 2016 (the effective date of this AD), any time the elevator trim tab push-pull rod attachment hardware on the elevator trim tab actuator and/or trim tab ends of the push-pull rod is removed for any reason, discard the old hardware (bolt, nut, washer and cotter pin) and replace with new hardware following steps 4 and/or step 6 of Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

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

This AD allows credit for the actions required in paragraphs (f)(1) of this AD if done before September 12, 2016 (the effective date of this AD) following the instructions of Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, dated February 29, 2016.

(h) Special Flight Permit

Special flight permits are allowed for this AD per 14 CFR 39.23 with the following limitation: Before flight a pre-flight visual inspection is required of the attachment hardware connecting the elevator trim tab actuator to the elevator trim tab push-pull rod. Confirmation of the presence of a castellated nut and cotter pin is required.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO, 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 (i) 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 previously for AD 2016-07-24 are valid as AMOCs for this AD.

(j) Related Information

For more information about this AD, contact Adam Hein, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4116; fax: (316) 946-4107; email: adam.hein@faa.gov.

(k) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 12, 2016 (the effective date of this AD).

(i). Textron Aviation, Inc. (Cessna) Multi-engine Service Bulletin (SB) No. MEB-27-02, Revision 1, dated June 15, 2016.

(ii) Reserved.

(4) For Textron Aviation, Inc. (Cessna) service information identified in this AD, contact Textron Aviation Customer Service, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 517-7271; email: customercare@cessna.textron.com; Internet: <https://support.cessna.com/custsupt/csupport/newlogin.jsp>.

(5) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2016-8992.

(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>.