



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

Delegation Systems Certification Office, ASW-130
Rotorcraft Directorate, Aircraft Certification Service

10101 Hillwood Parkway
Fort Worth, TX 76177

NOV 02 2016

Mr. David Oord
Senior Director, Regulatory Affairs
Aircraft Owners and Pilots Association
50 F Street NW, Suite 750, Washington, DC 20001

Reference: FAA Tracking Number: 10/31/2016-ASW-130-002

Subject: Global Alternate Method of Compliance (AMOC) to Airworthiness Directive (AD) 2016-16-12

Dear Mr. Oord:

The Federal Aviation Administration (FAA) received your letter dated October 28, 2016 proposing a global alternative method of compliance (AMOC) to paragraph (f)(4) of Airworthiness Directive (AD) 2016-16-12. Paragraph (f)(4) states "Do not return to service any aircraft that has an engine installed with an ECi cylinder assembly subject to this AD if the cylinder assembly has 1,000 or more operating hours TIS."

Paragraph (e)(5)(ii) of AD 2016-16-12 states "For any affected cylinder assembly with more than 680 operating hours TIS since new and 1,000 or fewer operating hours TIS since new on the effective date of this AD, remove the cylinder assembly from service within the next 320 operating hours TIS or within 1,160 operating hours TIS since new, whichever occurs first."

Paragraph (e)(5)(iii) of AD 2016-16-12 states "For any affected cylinder assembly with more than 1,000 hours since TIS since new on the effected date of this AD, remove the cylinder assembly from service within the next 160 hours or at next engine overhaul, whichever occurs first."

It is the FAA's clear intent in AD 2016-16-12 to remove as many affected S/N cylinders as close to 1,000 hours total time in service (TIS) since new. We implemented a graduated removal schedule for those affected S/N cylinders that already have exceeded 1,000 hours total TIS since new to minimize the number of aircraft that may be subject to an immediate grounding as a result of this AD action.

Your request for AMOC notes that paragraph (f)(4) may supersede and thereby negate the additional 160 hours (maximum) that the FAA allowed in paragraph (e)(5)(ii) and (iii) for cylinders that already have more than 1,000 hours total TIS since new.

Upon further review, the FAA will provide relief to paragraph (f)(4) in AD 2016-16-12 by allowing a return to service for aircraft that do have affected S/N cylinders with more than 1,000 hours total TIS since new *-provided that the maintenance action that prompted the return to service did not involve the removal of the affected S/N cylinder.* Paragraphs (e)(5)(ii) and (iii) must still be complied with.

This FAA AMOC is transferable with the aircraft to operator who operates the aircraft under U.S. registry.

Before using this AMOC, notify your appropriate principal inspector, or lacking a principle inspector, the manager of the local Flight Standards District Office/certificate holding district office.

All provisions of (AD) 2016-16-12 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

If you have any questions, please contact Jurgen. E. Priester, Aerospace Engineer, Delegation Systems Certification Office, ASW-130, FAA, 10101 Hillwood Parkway, Fort Worth, TX 76177; phone (817) 222-5159; email: Jurgen.E.Priester@faa.gov.

Sincerely,



S. Frances Cox
Manager, Delegation Systems Certification Office, ASW-130
Rotorcraft Directorate, Aircraft Certification Service