



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

Compliance & Airworthiness Branch
Wichita ACO Branch
1801 Airport Road, Room 100
Wichita, Kansas 67209

JUL 11 2018

Robert Ramey
Manger, Continued Operational Safety
Textron Aviation
One Cessna Boulevard
Wichita, KS 67215

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

cc: Manager, San Antonio, Texas FSDO
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