



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
SMALL AIRPLANES, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2012-15**

*7/16/2012 - 7/29/2012*

U.S. Department of Transportation  
Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P. O. Box 25082  
Oklahoma City, OK 73125-0460



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

| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

**Biweekly 2012-01**

|               |     |                                |  |
|---------------|-----|--------------------------------|--|
| 2010-19-06 R1 | COR | Turbomeca                      | Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1 turboshaft      |
| 2011-26-10    |     | Enstrom Helicopter Corporation | Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B |
| 2011-27-09    |     | Socata                         | TBM 700  |
| 2012-01-01    |     | Various Aircraft               | See AD   |
| 2012-01-02    |     | Schempp-Hirth Flugzeugbau      | Glider: Discus 2cT   |

**Biweekly 2012-02**

|            |              |                                |   |
|------------|--------------|--------------------------------|---|
| 2011-18-12 | S 82-13-05R1 | Eurocopter France              | Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N |
| 2011-27-08 |              | Agusta S.p.A.                  | Rotorcraft: A109S and AW109SP   |
| 2011-27-51 |              | Hawker Beechcraft              | 1900, 1900C, 1900C (Military), 1900D                                    |
| 2012-01-07 |              | BRP-Powertrain GmbH            | Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating                  |
| 2012-01-11 |              | Cirrus Design                  | SR22T   |
| 2012-02-05 |              | Thielert Aircraft Engines GmbH | Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating                  |

**Biweekly 2012-03**

|            |              |  |  |
|------------|--------------|--|--|
| 71-13-01R1 |              | Lycoming Engines   | Engine: TIO-540-A series   |
| 2012-01-03 |              | Eurocopter France  | Rotorcraft: AS332L2 and EC225LP  |
| 2012-02-02 | S 2008-03-02 | Cessna   | 172R and 172S  |
| 2012-02-06 |              | Honeywell International                                      | Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U |
| 2012-02-10 | S 2011-07-13 | CPAC   | 112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC   |
| 2012-02-13 |              | Eurocopter France  | Rotorcraft: EC130B4  |
| 2012-02-51 | E            | Bell Helicopter Textron Canada Limited                       | Rotorcraft: 206L, L-1, L-3, and L-4  |
| 2012-03-06 | S 2011-15-10 | Superior Air Parts, Lycoming Engines, and Continental Motors | Engine: Fuel injected reciprocating engines  |
| 2012-03-52 | E            | Mooney Aviation  | M20TN and M20R   |

**Biweekly 2012-04**

|            |              |                        |  |
|------------|--------------|------------------------|--|
| 2012-03-01 |              | Eurocopter Deutschland | Rotorcraft: EC135 helicopters                |
| 2012-03-07 |              | Lycoming Engines       | Engine: See AD                               |
| 2012-03-11 | S 2010-03-06 | Turbomeca S.A.         | Engine: Arriel 2B and 2B1 turboshaft engines |

**Biweekly 2012-05**

|              |     |                                |   |
|--------------|-----|--------------------------------|---|
| 2010-11-09R1 | R   | Thielert Aircraft Engines GmbH | Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines                        |
| 2011-12-10   | COR | Robinson Helicopter Company    | R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters |
| 2011-27-04   | COR | Hawker Beechcraft Corporation  | 95-C55, D55, E55, 58, and 58A airplanes   |
| 2012-03-52   |     | Mooney                         | M20R and M20TN airplanes  |
| 2012-04-03   |     | BRP-Powertrain GmbH & Co. KG   | 912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines             |

**Biweekly 2012-06**

|            |              |                   |   |
|------------|--------------|-------------------|---|
| 2012-04-10 |              | Burl A. Rogers    | 15AC and S15AC airplanes  |
| 2012-05-01 |              | Eurocopter France | SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters |
| 2012-05-09 | S 2012-03-52 | Mooney Aviation   | M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, and M20TN airplanes   |

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

| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

**Biweekly 2012-07**

|            |  |                     |   |
|------------|--|---------------------|---|
| 2012-06-13 |  | DG Flugzeugbau GmbH | Gliders: DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB<br>PC-6, PC-6-HI, PC-6-H2, PC-6/350, PC-6/350-HI, PC-6/350-H2, PC-6/A, PC-6/A-HI, PC-6/A-H2, PC-6/B-H2, PC-6/BI-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/CI-H2<br>Rotorcraft: AB412 |
| 2012-06-16 |  | Pilatus Aircraft    |   |
| 2012-07-01 |  | Agusta S.p.A.       |   |

**Biweekly 2012-08**

|            |              |  |  |
|------------|--------------|--|--|
| 2011-18-52 |              | Agusta S.p.A.                          | AB139 and AW139 helicopters<br>206L, 206L-1, 206L-3, and 206L-4 helicopters  |
| 2012-02-51 |              | Bell Helicopter Textron Canada Limited |  |
| 2012-06-15 |              | DG Flugzeugbau GmbH                    | DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes, DG-500M and DG-500MB powered sailplanes<br>S-92A helicopters<br>Arrius 2F turboshaft engines<br>S-92A helicopters |
| 2012-06-24 | S 2009-14-11 | Sikorsky                               |  |
| 2012-07-09 |              | Turbomeca S.A.                         |  |
| 2012-08-01 |              | Sikorsky                               |  |

**Biweekly 2012-09**

|            |  |           |                                      |
|------------|--|-----------|--------------------------------------|
| 2012-08-18 |  | Turbomeca | Arriel 2B and 2B1 turboshaft engines |
|------------|--|-----------|--------------------------------------|

**Biweekly 2012-10**

|            |              |                              |   |
|------------|--------------|------------------------------|---|
| 2012-10-02 |              | Hawker Beechcraft            | 58, G58<br>EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters   |
| 2012-10-51 | E            | Eurocopter Deutschland GmbH  |   |
| 2012-10-52 | E            | Hartzell Engine Technologies | Appliance: Turbocharger HET P/N 406610-0005 or P/N 406610-9005, P/N 406610-0005 or P/N 406610-9005, P/N 409836-0005<br>EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters |
| 2012-10-53 | E            | Eurocopter Deutschland GmbH  |   |
|            | S 2012-10-51 |                              |   |

**Biweekly 2012-11**

|            |              |  |   |
|------------|--------------|--|---|
| 2012-10-01 |              | Bell Helicopter Textron Canada Limited | 427   |
| 2012-10-04 |              | Cessna Aircraft Company                | 210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, 210R, T210R, P210R<br>PA-31T, PA-31T1<br>TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N |
| 2012-10-09 | S 80-11-06   | Piper Aircraft Inc                     |   |
| 2012-10-13 | S 2011-25-51 | Continental Motors Inc                 |   |

**Biweekly 2012-12**

|            |  |  |   |
|------------|--|--|---|
| 2012-09-10 |  | Pratt & Whitney Canada                 | PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines |
| 2012-09-11 |  | Eurocopter Deutschland GMBH            | MBB-BK 117 C-1 and C-2 helicopters<br>GROB G 109 and GROB G 109B powered sailplanes                                   |
| 2012-10-11 |  | Burkhart GROB Luft- und Raumfahrt GmbH |   |
| 2012-10-52 |  | Hartzell Engine Technologies           | Appliance: See AD<br>2T-1A, 2T-1A-1, 2T-1A-2:   |
| 2012-11-08 |  | WACO Classic Aircraft Corporation      |   |
| 2012-11-10 |  | Alpha Aviation Concept Limited         | R2160   |

**Biweekly 2012-13**

|            |  |                          |   |
|------------|--|--------------------------|---|
| 2012-10-14 |  | SOCATA                   | TBM 700   |
| 2012-11-02 |  | Eurocopter Deutschland   | EC135 helicopters<br>F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters |
| 2012-11-05 |  | Enstrom                  |   |
| 2012-11-12 |  | Agusta                   | AW139 helicopters   |
| 2012-11-13 |  | Aeronautical Accessories | See AD  |
| 2012-12-10 |  | Agusta                   | AB139 and AW139 helicopters   |

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

| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

|                         |              |                                |  |
|-------------------------|--------------|--------------------------------|--|
| 2012-12-11              |              | Bell Canada                    | 206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4 helicopters  |
| 2012-12-20              |              | Turbomeca                      | Arriel 2C1, 2C2, and 2S2 turboshaft engines  |
| 2012-12-21              |              | Eurocopter Deutschland         | MBB-BK 117 C-2 helicopters   |
| <b>Biweekly 2012-14</b> |              |                                |  |
| 2012-13-04              |              | Embraer                        | EMB-505  |
| 2012-14-06              |              | Rolls-Royce Corporation        | 250-C20, -C20B, and -C20R/2 turboshaft engines   |
| <b>Biweekly 2012-15</b> |              |                                |  |
| 2012-13-10              |              | PZL Swidnik S.A.               | PZL W-3A helicopters   |
| 2012-13-11              |              | Eurocopter Deutschland GmbH    | MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and BO-105LS A-3 helicopters |
| 2012-14-07              | S 2011-15-51 | Bell Helicopter Textron Canada | 407 and 427 helicopters  |
| 2012-14-08              |              | Sikorsky Aircraft              | S-92A helicopters  |
| 2012-14-10              |              | Boeing Vertol                  | 107-II helicopters   |
|                         |              | Kawasaki Heavy Industries      | KV107-II and KV107-IIA helicopters   |
| 2012-14-11              |              | See AD                         | OH-58A, OH-58A+, and OH-58C helicopters  |
| 2012-14-14              |              | Eurocopter Deutschland GmbH    | MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters   |
| 2012-14-15              |              | Honeywell International        | Appliance: KGS200 Mercury <sup>2</sup>   |
| 2012-15-04              |              | Eurocopter France              | EC155B1 helicopters  |



---

**2012-13-10 PZL Swidnik S.A.:** Amendment 39-17112; Docket No. FAA-2012-0703; Directorate Identifier 2010-SW-019-AD.

**(a) Applicability**

This AD applies to PZL Swidnik S.A. (PZL) Model PZL W-3A helicopters with a generator air outlet collector, part number (P/N) GT40PCz8B; certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as rotation of the generator air outlet collector, which could lead to restricted cyclic control stick movement and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 1, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Action**

Within 100 hours time-in-service, modify the generator air outlet collector attachments in accordance with Section II and Sketches 1 and 2 of PZL-Swidnik Service Bulletin No. BS-37-09-230, dated October 13, 2009.

**(f) Special Flight Permits**

Special flight permits will not be issued.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5110, email [gary.b.roach@faa.gov](mailto:gary.b.roach@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD 2010-0017, dated January 29, 2010.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 2420: AC Generation System.

**(j) 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) Transportation Equipment Factory PZL-Świdnik Service Bulletin No. BS-37-09-230, dated October 13, 2009, to do the actions required by this AD.

(ii) Reserved.

(3) For PZL service information identified in this AD, contact Transportation Equipment Factory PZL-Świdnik S.A., A1. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone (+48 81) 468 09 01, 751 20 71; fax (+48 81) 468 09 19, 751 21 73; or at [www.pzl.swidnik.pl](http://www.pzl.swidnik.pl).

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also view this service information 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Fort Worth, Texas, on July 2, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2012-13-11 Eurocopter Deutschland GmbH Helicopters:** Amendment 39-17113; Docket No. FAA-2012-0704; Directorate Identifier 2012-SW-040-AD.

**(a) Applicability**

This AD applies to Eurocopter Deutschland GmbH (ECD) Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and BO-105LS A-3 helicopters, with a tail rotor pitch link (pitch link) part number (P/N) 117-31821, 117-31822, or B642M1018101 with a serial number listed in Appendix 1 of Able Engineering & Component Services (Able) Alert Service Bulletin (ASB) No. 2012-001, Revision IR, dated March 7, 2012, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an improperly swaged spherical bearing on the pitch link, which could result in loss of tail rotor control and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes August 7, 2012.

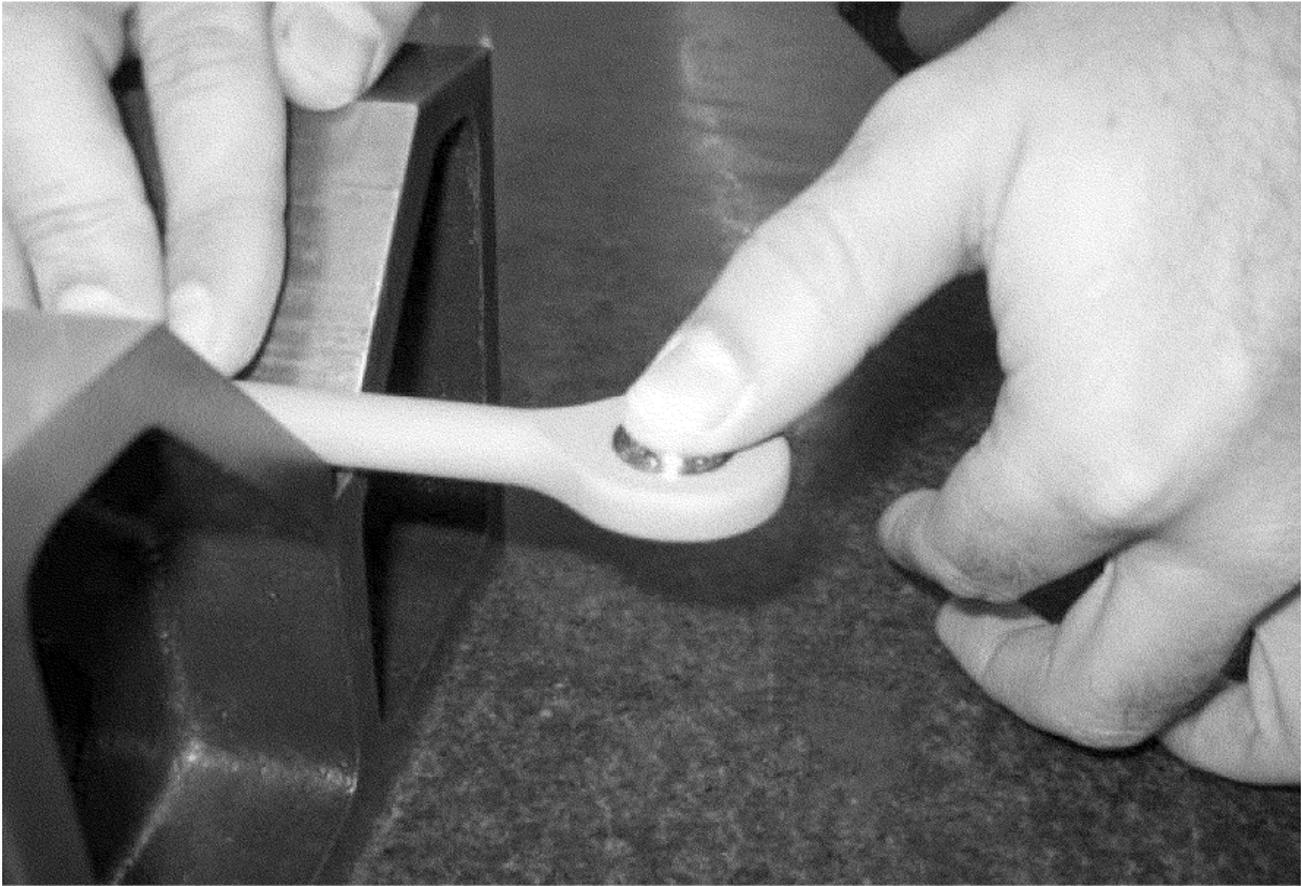
**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

For pitch links installed within the last 10 hours time-in-service (TIS), before further flight; for all other affected pitch links, within the next 10 hours TIS:

- (1) Remove the pitch link.
- (2) Clean the area around the spherical bearings and pitch link bearing bore chamfer.
- (3) Apply axial hand pressure to the faces of both spherical bearings as shown in Figure 1 to Paragraph (e) of this AD.



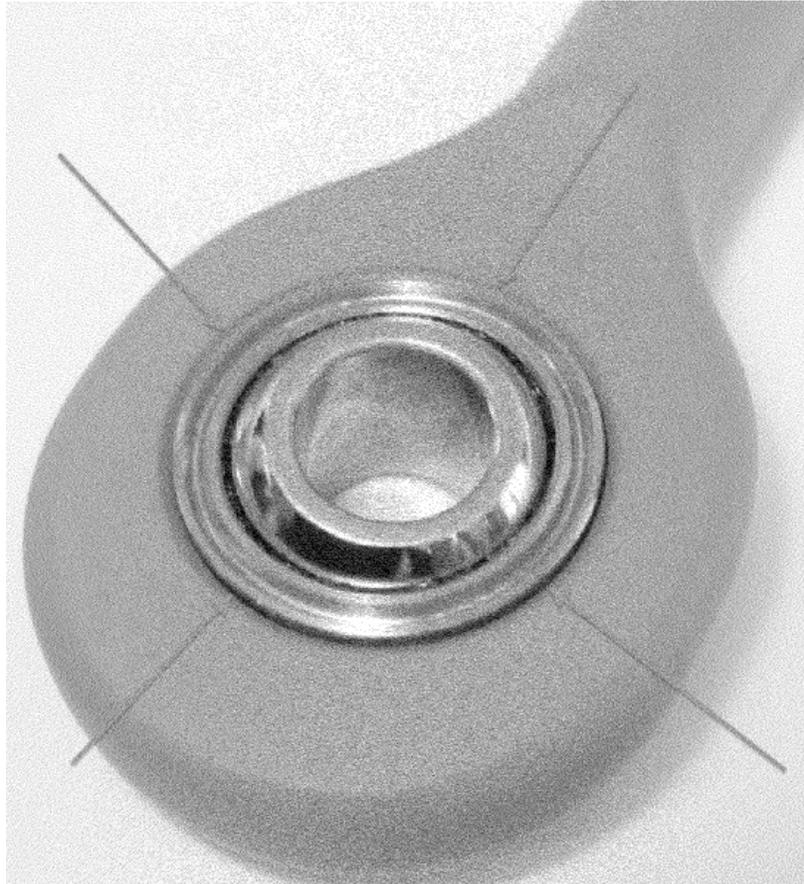
**Figure 1 to Paragraph (e)**

(4) Using an 8X or higher power magnifying glass, inspect the boundaries between the bearing and the bearing bore chamfer surface. Determine that the bearings have been completely swaged and there is no gap between the edge of the bearing and the chamfer as shown in Figure 2 to Paragraph (e) of this AD.



**Figure 2 to Paragraph (e)**

(5) If a bearing is not completely swaged or there is a gap between the edge of the bearing and the chamfer, as shown in Figure 3 to Paragraph (e) of this AD, replace the pitch link with an airworthy pitch link.



**Figure 3 to Paragraph (e)**

**(f) Special Flight Permits**

Special flight permits will not be issued.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email [sharon.y.miles@faa.gov](mailto:sharon.y.miles@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6420: Tail Rotor Head.

**(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) Able Engineering & Component Services Alert Service Bulletin No. 2012-001, Revision IR, dated March 7, 2012.

(ii) Reserved.

(3) For Able Engineering & Component Services service information identified in this AD, contact Able Engineering & Component Services, 2920 East Chambers Street, Phoenix, AZ 85040; telephone (602) 304-1227; fax (602) 304-1277; email [info@ableengineering.com](mailto:info@ableengineering.com).

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also view this service information 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Fort Worth, Texas, on July 2, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2012-14-07 Bell Helicopter Textron Canada Helicopters:** Amendment 39-17121; Docket No. FAA-2012-0716; Directorate Identifier 2012-SW-011-AD.

**(a) Applicability**

This AD applies to the following helicopters, certificated in any category:

(1) Model 407 helicopters, serial numbers (S/Ns) 53000 through 53900, 53911 through 53999, and 54000 through 54081, with a hydraulic servo actuator assembly (servo) part number (P/N) 206-076-062-105 or P/N 206-076-062-107; and

(2) Model 427 helicopters, S/Ns 56001 through 56077, 58001, and 58002, with a servo, P/N 206-076-062-109 or P/N 206-076-062-111.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a loose or misaligned part in the servo that could lead to failure of the servo and subsequent loss of helicopter control.

**(c) Other Affected ADs**

This AD supersedes AD 2011-15-51, Amendment 39-16817 (76 FR 66609, October 27, 2011).

**(d) Effective Date**

This AD becomes effective August 3, 2012.

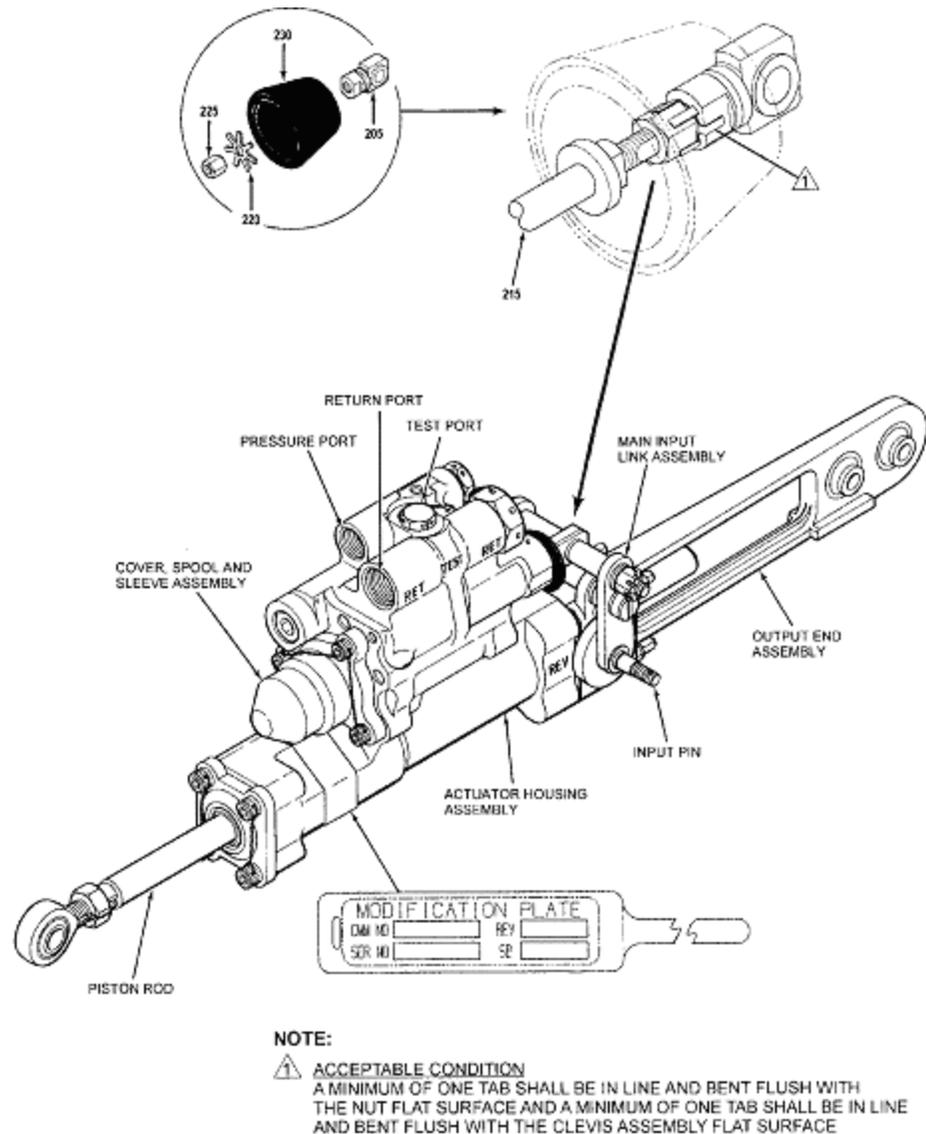
**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(f) Required Actions**

(1) Before further flight, conduct a one-time visual inspection of the servo by doing the following:

(i) Retract the boot depicted as 230 in Figure 1 to Paragraph (f) of this AD.



Clevis Assembly  
 Figure 1

Legend:  
 205 Clevis Assembly  
 215 Shaft  
 225 Nut  
 220 Lock Washer  
 230 Boot

### Figure 1 to Paragraph (f)

(ii) Applying only hand pressure, determine whether the nut, the shaft, or the clevis assembly, depicted as items 225, 215 and 205, respectively, in Figure 1 to Paragraph (f) of this AD, turn independently. If the shaft turns independently of the nut or clevis assembly, before further flight, replace the servo with an airworthy servo.

(iii) If the shaft does not turn independently, inspect to determine if at least one tab of the lock washer is bent flush against a flat surface of the nut and if at least one tab of the lock washer is bent flush against a flat surface of the clevis assembly.

(iv) If at least one lock washer tab is not aligned and bent flush with a nut flat surface and at least one lock washer tab is not aligned and bent flush with a flat surface of the clevis assembly, before further flight, replace the servo with an airworthy servo.

(v) If any tab of the lock washer is not bent flush against either a flat surface of the nut or clevis assembly, bend the tab flush against a flat surface.

(2) After accomplishing paragraphs (f)(1)(i) through (f)(1)(v), vibro-etch the letter "V" at the end of the part number on the data plate.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Wilbanks, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [matt.wilbanks@faa.gov](mailto:matt.wilbanks@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(h) Additional Information**

(1) Bell Helicopter Alert Service Bulletins 407-11-96 and 427-11-35, both Revision B and both dated August 29, 2011, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in Transport Canada AD CF-2011-17R1, dated December 19, 2011.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6730, Rotorcraft Servo System.

Issued in Fort Worth, Texas, on July 2, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2012-14-08 Sikorsky Aircraft Corporation:** Amendment 39-17122; Docket No. FAA-2012-0715; Directorate Identifier 2012-SW-039-AD.

**(a) Applicability**

This AD applies to Model S-92A helicopters, serial numbers 920006 through 920155, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the main gearbox (MGB) housing cored oil passage. This condition could result in loss of oil, failure of the MGB, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 1, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

Within 10 hours time-in-service (TIS) or 15 days, whichever occurs earlier, and thereafter before the first flight of each day, not to exceed 10 hours TIS between inspections, accomplish the following:

(1) Clean and inspect, using a 10x or higher power magnifying glass, the MGB housing for a crack in the inspection area shown in Figure 1 of Sikorsky S-92 Alert Service Bulletin No. ASB 92-63-032 Basic Issue, dated December 22, 2011.

Note to paragraph (e)(1) of this AD: A crack may be indicated by the presence of oil in the inspection area of the MGB housing.

(2) If there is a crack, before further flight, replace the MGB with an airworthy MGB.

(3) Compliance with the one-time eddy-current inspection of the main module assembly of the MGB in accordance with the Accomplishment Instructions, paragraph 3.C, of Sikorsky S-92 ASB No. ASB 92-63-034 Basic Issue, dated March 8, 2012, by a technician certified to non-destructive testing Level II or greater is an optional terminating action for the inspection requirements of this AD.

**(f) Special Flight Permits**

Special flight permits will not be issued.

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Schwetz, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; telephone (718) 238-7761; email michael.schwetz@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6320: Main Rotor Gearbox.

**(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) Sikorsky S-92 Alert Service Bulletin No. ASB 92-63-032 Basic Issue, dated December 22, 2011;

(ii) Sikorsky S-92 Alert Service Bulletin No. ASB 92-63-034 Basic Issue, dated March 8, 2012.

(3) For service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email address tsslibrary@sikorsky.com; or at <http://www.sikorsky.com>.

(4) You may review copies of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also review copies of 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Fort Worth, Texas, on July 2, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2012-14-10 Boeing Vertol (Type Certificate Currently Held by Columbia Helicopters, Inc.) and Kawasaki Heavy Industries, Limited Helicopters:** Amendment 39-17124; Docket No. FAA-2012-0730; Directorate Identifier 2012-SW-048-AD.

**(a) Applicability**

This AD applies to Boeing Vertol (type certificate currently held by Columbia Helicopters, Inc. (CHI)) Model 107-II and Kawasaki Heavy Industries, Limited Model KV107-II and KV107-IIA helicopters with an upper collective pitch control assembly, part number (P/N) 107CK003-2 or 107CK002-2, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of an upper collective pitch control yoke bolt (bolt). This condition could result in excessive vibration, migration of the shafts, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 7, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

Before further flight, replace bolts, P/N 107C2733-1 and P/N 107C2733-2, with airworthy bolts, P/N C07C2700-1. Torque each nut to 450-500 in-lbs. Do not install a washer, P/N A02C3112-13 with a bolt, P/N C07C2700-1. Do not install bolts, P/N 107C2733-1 and P/N 107C2733-2, on any helicopter.

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

(1) The Manager, Seattle Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Kathleen Arrigotti, Aviation Safety Engineer, Seattle Aircraft Certification Office, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98057; telephone (425) 917-6426; email 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this EAD through an AMOC.

**(g) Additional Information**

CHI Service Bulletin No. 107-27-0005 (SB), Revision 0, dated April 26, 2012, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Columbia Helicopters, Inc.; 14452 Arndt Road NE., Aurora, OR 97002; telephone (503) 678-1222; email [ContactEngineering@colheli.com](mailto:ContactEngineering@colheli.com); or at [www.ColHeli.com](http://www.ColHeli.com). You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6230 Main Rotor Mast/Swashplate.

Issued in Fort Worth, Texas, on July 5, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2012-14-11 Various Restricted Category Helicopters:** Amendment 39-17125; Docket No. FAA-2012-0739; Directorate Identifier 2012-SW-044-AD.

**(a) Applicability**

This AD applies to Arrow Falcon Exporters, Inc. (AFE), Rotorcraft Development Corporation (formerly Garlick Helicopter Corporation, and Garlick Helicopter, Inc.), and San Joaquin Helicopters Model OH-58A, OH-58A+, and OH-58C helicopters, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the main rotor mast, which could result in failure of the mast and subsequent loss of control of the helicopter.

**(c) Effective Date**

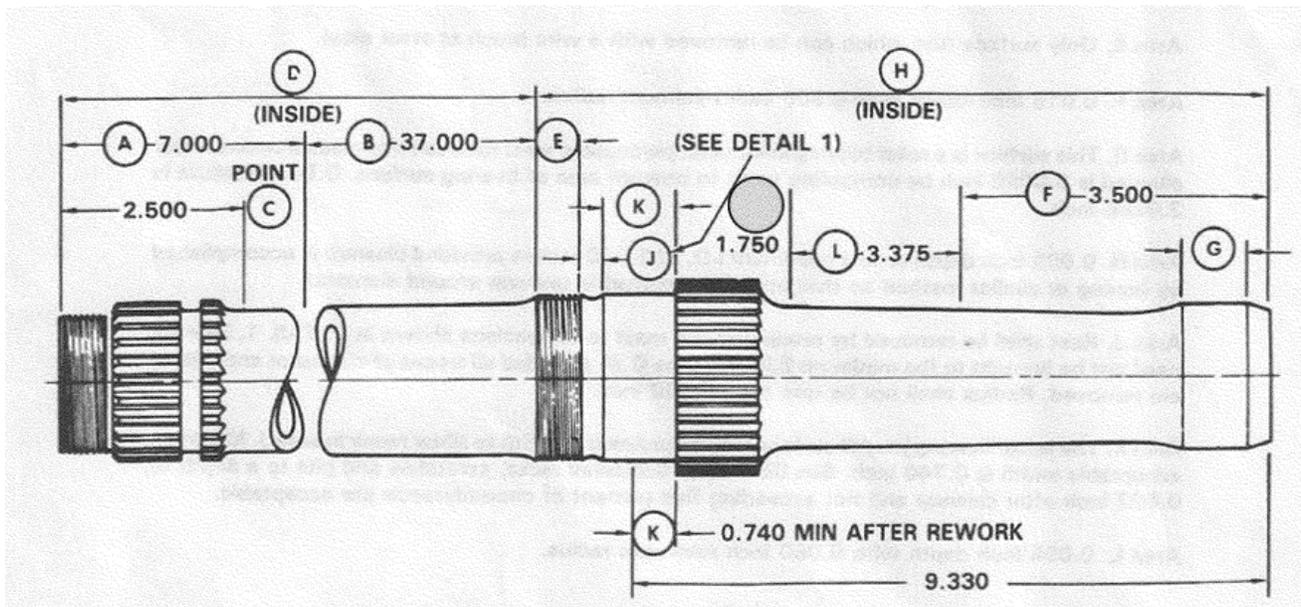
This AD becomes effective August 7, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time.

**(e) Required Actions**

- (1) Within 30 days, unless accomplished previously within the last 12 months:
  - (i) Overhaul the main rotor mast assembly and magnetic particle inspect the mast; mast bearing nut; plate, mast and seal; and bearing liner for a crack.
  - (ii) Fluorescent penetrant inspect the locking plate for a crack.
  - (iii) Using a 10X or higher magnifying glass, inspect the threaded area of the mast as shown in area E of figure 1 to paragraph (e) of this AD for pitting, corrosion, or a crack. Remove any surface rust with a wire brush or steel wool.

**Figure 1 to Paragraph (e)**

(2) If there is a crack, pitting, or corrosion, before further flight, replace the mast with an airworthy mast.

(3) Within 10 days, report any findings of a crack, pitting, or corrosion to the address listed in paragraph (g)(1) of this AD. Include the number of hours TIS and calendar time since the last overhaul and inspection of the mast and the restricted category type of the helicopter.

#### **(f) 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 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.

#### **(g) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: John Cecil, Aviation Safety Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5228; email john.cecil@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(h) Additional Information**

(1) Arrow Falcon Exporters, Inc., Alert Service Bulletin: 2012-58-01, Revision 1, dated February 20, 2012, which is not incorporated by reference, contains more information about the subject of this AD.

(2) For service information identified in this AD, contact Arrow Falcon Exporters, Inc., 2081 South Wildcat Way, Porterville, CA 93257; telephone (559) 781-8604; fax (559) 781-9271; email [afe@arrowfalcon.com](mailto:afe@arrowfalcon.com).

(2) You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6300: Main Rotor Drive.

Issued in Fort Worth, Texas, on July 5, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



**2012-14-14 Eurocopter Deutschland GmbH Helicopters:** Amendment 39-17128; Docket No. FAA-2012-0356; Directorate Identifier 2011-SW-067-AD.

**(a) Applicability**

This AD applies to Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters with an external hoist system (hoist system) Part Number (P/N) 117-80403 or P/N 117-804061 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an uncommanded cutting of the hoist cable. This condition could result in loss of the helicopter hoist and load and subsequent injury to persons being lifted by the hoist.

**(c) Effective Date**

This AD becomes effective August 31, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

(1) Before the next hoist operation or within 30 days, whichever comes first, comply with either paragraph (1)(i), (1)(ii), or (1)(iii):

(i) Deactivate the hoist system by pulling the CABLE CUTTER, WINCH CONT, and WINCH BOOM circuit breakers and securing each circuit breaker with a cable tie; or

(ii) Deactivate the hoist system by removing the hoist boom from the helicopter; or

(iii) Deactivate the external hoist operator handle cable-cutter function by accomplishing the following:

(A) Modify the helicopter wiring and the operator handle, P/N 76803, in accordance with the Accomplishment Instructions, Paragraph 3.B.1 (b), of Eurocopter Emergency Alert Service Bulletin MBB-BK117-80-166, Revision 1, dated August 4, 2011 (ASB).

(B) Inspect the operator handle P/N 76803 and the coiled cable of the operator handle for damage in accordance with Paragraph 3.B.1.(a)(2) of the ASB. Damage is also defined as any condition that could prevent the part's ability to perform its intended function.

(1) If the operator handle or the coiled cable of the operator handle has damage, replace the operator handle with an airworthy operator handle P/N 76803, before the next hoist operation.

(2) At intervals not to exceed 30 days, repeat the inspection in Paragraph (1)(iii)(B) of the Required Actions section of this AD.

(2) Before installing an affected hoist system on any helicopter, comply with Paragraph (1) of the Required Actions section of this AD.

(3) Before installing an operator handle P/N 76803 on any helicopter, comply with Paragraph (1)(iii)(A) of the Required Actions section of this AD.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: George Schwab, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email [george.schwab@faa.gov](mailto:george.schwab@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(g) Additional Information**

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) AD No. 2011-0126, dated July 1, 2011; EASA AD No. 2011-0131, dated July 8, 2011; and EASA AD No. 2011-0148, dated August 5, 2011.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2597, Equipment/furnishing system wiring.

**(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference 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) Eurocopter Emergency Alert Service Bulletin MBB-BK117-80-166, Revision 1, dated August 4, 2011.

(3) For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052, telephone (972) 641-0000 or (800) 232-0323, fax (972) 641-3775, or at <http://www.eurocopter.com/techpub>.

(4) You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also review a copy of the 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Fort Worth, Texas, on July 11, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2012-14-15 Honeywell International, Inc.:** Amendment 39-17129; Docket No. FAA-2012-0758; Directorate Identifier 2012-CE-027-AD.

**(a) Effective Date**

This AD is effective July 19, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

(1) This AD applies to all Honeywell International, Inc. Model KGS200 Mercury<sup>2</sup> wide area augmentation system (WAAS) global navigation satellite sensor units (GNSSU), Honeywell part numbers (P/N) 066-01201-0102 and 066-01201-0104.

(2) This product is installed on, but not limited to, PILATUS AIRCRAFT LTD. Model PILATUS PC-12/47E airplanes, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 3457, Navigation.

**(e) Unsafe Condition**

This AD was prompted by a report and follow-up investigation of a software problem that occurred during flight test trials of satellite based augmentation system (SBAS)-capable aircraft using a similar Honeywell global positioning system (GPS) sensor and the same software as the Model KGS200 Mercury<sup>2</sup> GNSSU. A software problem occurred that could result in misleading information during localizer performance (LP), localizer performance with vertical guidance (LPV), or SBAS lateral navigation/vertical navigation (LNAV/VNAV) approaches. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

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

**(g) Incorporate Language Into the Limitations Section of the Aircraft Flight Manual**

(1) Before further flight after July 19, 2012 (the effective date of this AD), incorporate language into the limitations section of the aircraft flight manual (AFM) that states, "localizer performance (LP), localizer performance with vertical guidance (LPV), and satellite based augmentation system (SBAS) lateral navigation/vertical navigation (LNAV/VNAV) approach operations are prohibited." If it can be determined by a review of the AFM that the aircraft does not have LP capability and uses

barometric vertical navigation (VNAV), then it is permissible to incorporate language into the limitation section of the AFM that states, "local performance with vertical guidance (LPV) approaches are prohibited."

(2) The AFM action required by this AD may be done by an owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR §§ 91.173, 121.380, or 135.439.

**(h) Fabricate and Install a Placard**

(1) Within 3 days after July 19, 2012 (the effective date of this AD), fabricate and install a placard that states, "LP, LPV, and SBAS LNAV/VNAV approaches are prohibited." If it can be determined by a review of the AFM that the aircraft does not have LP capability and uses VNAV, then it is permissible to use a placard that states, "LPV approaches are prohibited."

(2) The placard shall be manufactured so that the font size is at least an 1/8" with black lettering on a white background. The placard must be fabricated and installed by a certificated aircraft mechanic on the instrument panel in clear view of the pilot.

**(i) Special Flight Permit**

Special flight permits are prohibited for this AD.

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

(1) The Manager, Wichita Aircraft Certification Office (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 the Related Information section 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.

**(k) Related Information**

For more information about this AD, contact:

(1) Non-Pilatus aircraft-related: Albert Ma, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4151; fax: (316) 946-4107; email: [albert.ma@faa.gov](mailto:albert.ma@faa.gov); or

(2) Pilatus aircraft-related: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: [doug.rudolph@faa.gov](mailto:doug.rudolph@faa.gov).

**(l) Material Incorporated by Reference**

None.

Issued in Kansas City, Missouri, on July 13, 2012.  
Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



---

**2012-15-04 EUROCOPTER FRANCE:** Amendment 39-17133; Docket No. FAA-2012-0766; Directorate Identifier 2012-SW-056-AD.

**(a) Applicability**

This AD applies to Model EC155B1 helicopters with an automated flight control system part number (P/N) 416-00297-161 and software level P/N 704A47-1332-79 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as intermittent uncommanded roll oscillations during coupled instrument landing system and localizer approaches with the autopilot coupled, which could result in subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 13, 2012.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

Before further flight, revise the Operating Limitations section of Eurocopter EC 155B1 Flight Manual Section 2.1, by inserting a copy of this AD into the Flight Manual or by making pen and ink changes as follows. Under paragraph 5, Minimum Flight Crew/Maximum Personnel Transport Capability, beneath "Minimum flight crew," remove the phrase "—one pilot in right-hand seat" and replace it as follows:

- VFR: One pilot in right-hand seat.
- IFR: Two pilots required.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Clark Davenport, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [clark.davenport@faa.gov](mailto:clark.davenport@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(g) Subject**

Joint Aircraft Service Component (JASC) Code: 2210: Autopilot System.

Issued in Fort Worth, Texas, on July 16, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.