



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

**BIWEEKLY 2012-08**

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

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; |              |  |  |
| <b>Biweekly 2012-01</b>   |              |  |  |
| 2010-19-06 R1   | COR          | Turbomeca  | Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and IS1 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   |
| <b>Biweekly 2012-02</b>   |              |  |  |
| 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   |
| <b>Biweekly 2012-03</b>   |              |  |  |
| 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   |
| <b>Biweekly 2012-04</b>   |              |  |  |
| 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   |
| <b>Biweekly 2012-05</b>   |              |  |  |
| 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  |
| <b>Biweekly 2012-06</b>   |              |  |  |
| 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 |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

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**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   |
| 2012-06-16 |  | Pilatus Aircraft    | 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/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/CI-H2 |
| 2012-07-01 |  | Agusta S.p.A.       | Rotorcraft: AB412  |

**Biweekly 2012-08**

|            |              |  |  |
|------------|--------------|--|--|
| 2011-18-52 |              | Agusta S.p.A.                          | AB139 and AW139 helicopters  |
| 2012-02-51 |              | Bell Helicopter Textron Canada Limited | 206L, 206L-1, 206L-3, and 206L-4 helicopters   |
| 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 |
| 2012-06-24 |              | Sikorsky                               | S-92A helicopters  |
| 2012-07-09 | S 2009-14-11 | Turbomeca S.A.                         | Arrius 2F turboshaft engines   |
| 2012-08-01 |              | Sikorsky                               | S-92A helicopters  |



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**2011-18-52 AGUSTA S.p.A. (AGUSTA):** Amendment 39-17020; Docket No. FAA-2012-0409; Directorate Identifier 2011-SW-055-AD.

**(a) Applicability**

This AD applies to Agusta Model AB139 and AW139 helicopters, with a tail rotor (T/R) blade, part number (P/N) 3G6410A00131 or P/N 4G6410A00131, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as cracks in a T/R blade. The actions in this AD are intended to detect and prevent a crack in a T/R blade which could lead to failure of a T/R blade and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective May 3, 2012 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-18-52, issued on August 25, 2011, which contained the requirements of this AD.

**(d) Compliance**

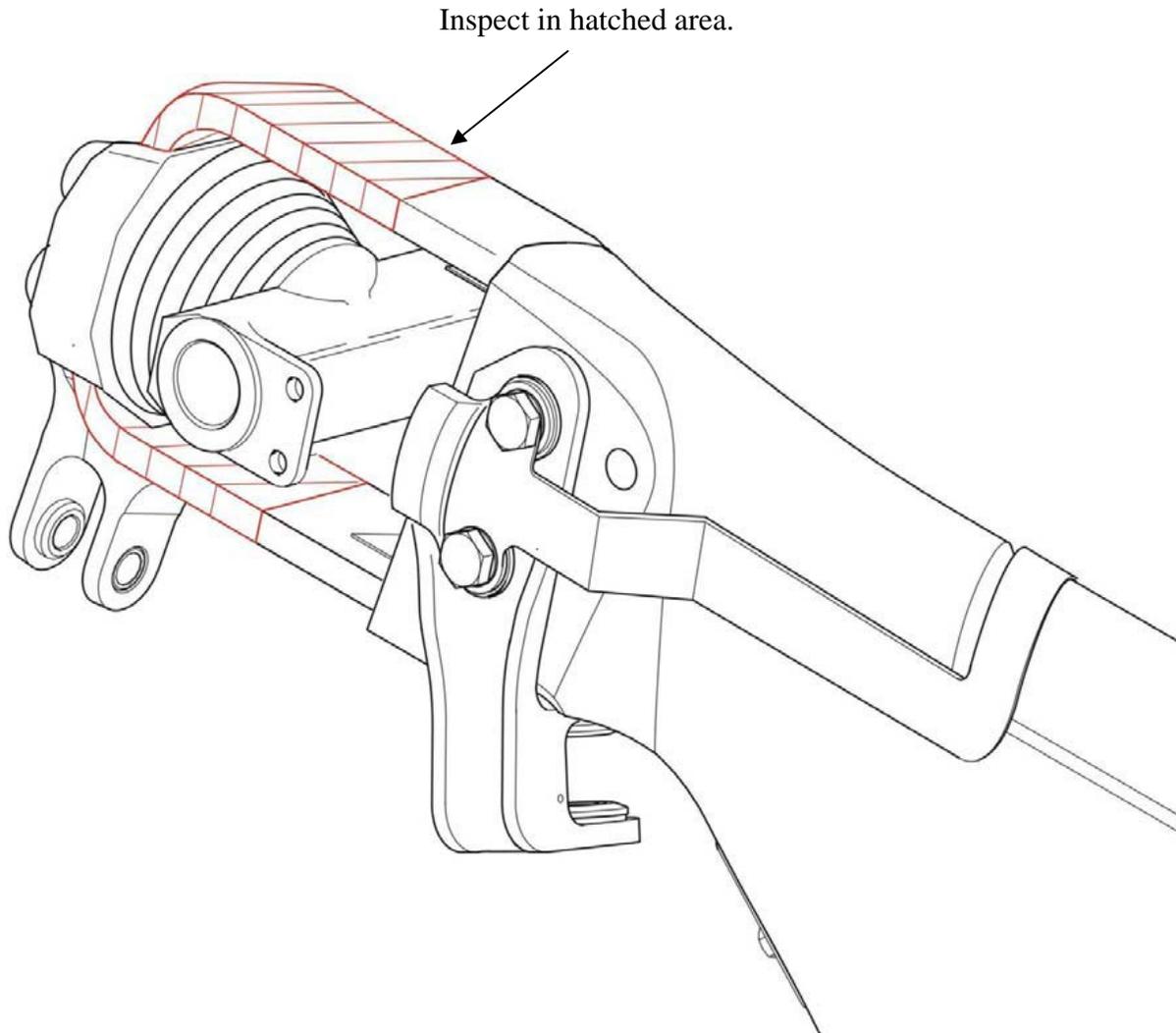
You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**(e) Required Actions**

(1) Within 5 hours time-in-service (TIS), establish a life limit of 600 hours TIS or 1,500 takeoff and landing cycles (cycles), whichever occurs first, on the affected T/R blades and update the helicopter's historical records. If a T/R blade's total number of cycles is unknown, determine the T/R blade cycles by multiplying the T/R blade's hours TIS by 4.

(2) For a T/R blade that, on the effective date of this AD, has already exceeded 600 hours TIS or 1,500 cycles, within 5 hours TIS replace the T/R blade with an airworthy T/R blade.

(3) Within 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, visually inspect the T/R blade for a crack or damage that exceeds the limits of the applicable maintenance manual. Inspect in the area depicted in the following figure using a mirror, magnifying glass (5X or greater), and light source, or borescope.



(4) If there is a crack, or if there is damage that exceeds the limits of the applicable maintenance manual, before further flight, replace the T/R blade with an airworthy T/R blade.

(5) This AD revises the Airworthiness Limitations section of the maintenance manual by reducing the life limit of the T/R blade to 600 hours TIS or 1,500 cycles.

**(f) Special Flight Permits**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished provided that there is minimal flight crew and there are no passengers.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Jim Grigg, Manager, FAA, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5112; fax: (817) 222-5961; email [jim.grigg@faa.gov](mailto:jim.grigg@faa.gov).

(2) For operations conducted under a Part 119 operating certificate or under 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) Agusta Mandatory Bollettino Tecnico No. 139-265, dated August 25, 2011, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39 0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bullettins>. 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 European Aviation Safety Agency (Italy) AD No. 2011-0156-E, dated August 25, 2011.

**(i) Subject**

The Joint Aircraft Service Component (JASC) Code is: 6410: Tail Rotor Blade.

Issued in Fort Worth, Texas, on April 10, 2012.

Lance T. Gant,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



**2012-02-51 Bell Helicopter Textron Canada Limited:** Amendment 39-17016; Docket No. FAA-2012-0395; Directorate Identifier 2012-SW-007-AD.

**(a) Applicability**

This AD applies to Bell Helicopter Textron Canada Limited (Bell) Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, certificated in any category, with a main rotor blade part number (P/N) 206-015-001-107, 206-015-001-109, 206-015-001-111, 206-015-001-115, 206-015-001-117, 206-015-001-119, or 206-015-001-121, and a main rotor blade serial number listed in Table 1 of this AD.

**Table 1**

**Affected Main Rotor Blade Serial Numbers (All blade serial numbers listed in Table 1 of this AD have the prefix “A-.”)**

|                   |                   |                   |                   |                    |
|-------------------|-------------------|-------------------|-------------------|--------------------|
| 901 through 928   | 2285, 2286        | 2787, 2788        | 4293 through 4298 | 4684.              |
| 930 through 935   | 2290              | 2808 through 2817 | 4301              | 4686 through 4708. |
| 937, 938          | 2292 through 2294 | 2819 through 2822 | 4305              | 4710.              |
| 941               | 2297              | 2824              | 4308              | 4713 through 4716. |
| 943 through 994   | 2301, 2302        | 2826 through 2828 | 4314, 4315        | 4719 through 4722. |
| 996 through 1000  | 2304, 2305        | 2832              | 4318              | 4725.              |
| 1002 through 1020 | 2308              | 2835              | 4330              | 4728, 4729.        |
| 1022 through 1032 | 2311              | 2840 through 2842 | 4334 through 4336 | 4731.              |
| 1034 through 1047 | 2313, 2314        | 2844              | 4381, 4382        | 4734 through 4737. |
| 1049 through 1134 | 2316              | 2848 through 2850 | 4392              | 4739 through 4742. |
| 1136 through 1140 | 2318, 2319        | 2852, 2853        | 4394, 4395        | 4744 through 4751. |
| 1142 through 1157 | 2322 through 2324 | 2855              | 4405 through 4409 | 4753 through 4757. |
| 1159 through 1166 | 2328 through 2331 | 2858              | 4416              | 4759.              |
| 1168 through 1182 | 2357              | 2862 through 2864 | 4418              | 4762.              |
| 1184 through 1351 | 2374              | 2900              | 4423 through 4426 | 4764.              |
| 1353 through 1363 | 2379              | 2996              | 4433              | 4774.              |
| 1365 through 1382 | 2515              | 3212              | 4445              | 4778 through 4780. |
| 1384 through 1401 | 2553, 2554        | 3219              | 4448              | 4784.              |
| 1403 through 1519 | 2561, 2562        | 3339              | 4462, 4463        | 4786 through 4825. |
| 1521 through 1590 | 2564 through 2570 | 3369              | 4484              | 4827 through 4840. |
| 1593 through 1646 | 2573              | 3381              | 4500              | 4842 through 4863. |
| 1648 through 1718 | 2576              | 3447              | 4508              | 4865 through 4905. |
| 1720 through 1798 | 2580              | 3571, 3572        | 4512              | 4907 through 4948. |
| 1800 through 1821 | 2583              | 3622              | 4517              | 4950 through 4957. |
| 1824 through 1829 | 2585, 2586        | 3705              | 4522              | 4959 through 4963. |
| 1832 through 2060 | 2588, 2589        | 3831              | 4528, 4529        | 4965.              |
| 2062 through 2072 | 2593, 2594        | 3971, 3972        | 4532              | 4969 through 4973. |
| 2074              | 2596, 2597        | 4025 through 4030 | 4534              | 4975.              |
| 2077 through 2081 | 2599              | 4117              | 4547              | 4979, 4980.        |
| 2092 through 2095 | 2602              | 4143              | 4550              | 4983, 4984.        |
| 2098, 2099        | 2604, 2605        | 4201 through 4205 | 4567              | 4987.              |
| 2101 through 2104 | 2607 through 2610 | 4209              | 4573              | 4989.              |

|                   |                   |                   |                   |                    |
|-------------------|-------------------|-------------------|-------------------|--------------------|
| 2107, 2108        | 2621              | 4214 through 4217 | 4590              | 4992.              |
| 2110 through 2124 | 2623, 2624        | 4248              | 4604, 4605        | 4994 through 5006. |
| 2126 through 2145 | 2638              | 4250, 4251        | 4608, 4609        | 5010.              |
| 2147 through 2158 | 2640 through 2672 | 4253, 4254        | 4612 through 4621 | 5015.              |
| 2161 through 2163 | 2674 through 2701 | 4256 through 4260 | 4624 through 4629 | 5018.              |
| 2165, 2166        | 2706 through 2708 | 4262 through 4267 | 4631, 4632        | 5023.              |
| 2169 through 2175 | 2727, 2728        | 4269              | 4638, 4639        | 5036.              |
| 2177 through 2183 | 2730 through 2742 | 4271, 4272        | 4652              | 5047.              |
| 2185 through 2192 | 2744 through 2764 | 4274 through 4276 | 4654              | 5054.              |
| 2220, 2221        | 2766, 2767        | 4278              | 4657              | 5066, 5067.        |
| 2248              | 2769              | 4280 through 4284 | 4659              | 5071, 5072.        |
| 2257 through 2267 | 2771, 2772        | 4286, 4287        | 4662              | 5075, 5076.        |
| 2272 through 2283 | 2775 through 2777 | 4290, 4291        | 4666 through 4682 | 5081.              |
| 5087              | 5397              | 5535 through 5537 | 5679 through 5686 | 5851.              |
| 5094              | 5399 through 5400 | 5539, 5540        | 5688              | 5856.              |
| 5152              | 5402 through 5411 | 5542              | 5690 through 5705 | 5861 through 5865. |
| 5155              | 5413, 5414        | 5546 through 5549 | 5707 through 5709 | 5870.              |
| 5158, 5159        | 5416 through 5439 | 5552, 5553        | 5711, 5712        | 5882.              |
| 5163, 5164        | 5441              | 5556 through 5561 | 5716 through 5721 | 5884 through 5886. |
| 5166 through 5171 | 5443 through 5445 | 5566 through 5568 | 5723 through 5726 | 5889 through 5891. |
| 5176 through 5178 | 5447              | 5570 through 5574 | 5729 through 5734 | 5899 through 5901. |
| 5180 through 5182 | 5450              | 5576 through 5583 | 5736 through 5745 | 5903 through 5905. |
| 5186 through 5191 | 5459              | 5588 through 5591 | 5747 through 5752 | 5912.              |
| 5193 through 5199 | 5465 through 5468 | 5594              | 5757              | 5915.              |
| 5201 through 5205 | 5472              | 5598 through 5600 | 5762              | 5921.              |
| 5207              | 5475              | 5602 through 5605 | 5766 through 5769 | 5925, 5926.        |
| 5209 through 5212 | 5481              | 5608, 5609        | 5771              | 5929 through 5951. |
| 5218 through 5253 | 5483              | 5612              | 5781, 5782        | 5992.              |
| 5255 through 5273 | 5488              | 5616 through 5623 | 5791              | 6216.              |
| 5275 through 5288 | 5491, 5492        | 5625, 5626        | 5793 through 5800 | 6247.              |
| 5291, 5292        | 5495              | 5628              | 5808              | 6270.              |
| 5297, 5298        | 5497 through 5507 | 5637 through 5641 | 5815 through 5817 | 6597.              |
| 5301 through 5321 | 5509 through 5512 | 5643              | 5822 through 5826 | 6611, 6612.        |
| 5323 through 5331 | 5516              | 5645 through 5653 | 5828, 5829        | 6661.              |
| 5333 through 5340 | 5518 through 5521 | 5655 through 5666 | 5833              | 6714.              |
| 5343              | 5526 through 5530 | 5668, 5669        | 5837.             |                    |
| 5345 through 5395 | 5533              | 5671 through 5677 | 5844, 5845.       |                    |

### (b) Unsafe Condition

This AD defines the unsafe condition as fatigue cracking of a main rotor blade. This condition could result in failure of the main rotor blade and subsequent loss of control of the helicopter.

### (c) Effective Date

This AD becomes effective May 4, 2012 to all persons except those persons to whom it was made immediately effective by Emergency AD No. 2012-02-51, issued on February 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**

(1) Before further flight, reduce the life limit of the main rotor blades with a serial number listed in Table 1 of this AD from 3,600 hours time-in-service (TIS) to 1,400 hours TIS; revise the life limit in the Airworthiness Limitations section of the Instruction for Continued Airworthiness or maintenance manual; and record the revised life limit on the component history card or equivalent record.

(2) Before further flight, remove from service any main rotor blade which has accumulated 1,400 or more hours TIS.

**(f) Special Flight Permits**

Special flight permits are prohibited.

**(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, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222 5110, email sharon.y.miles@faa.gov.

(2) For operations conducted under a Part 119 operating certificate or under 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 Bulletin (ASB) No. 206L-09-159 Revision A, dated November 13, 2009, which is not incorporated by reference, contains additional information about the subject of this AD. For this service information, 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 this 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 Civil Aviation AD No. CF-2011-44R1, dated February 1, 2012.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6210, Main rotor blades.

Issued in Fort Worth, Texas, on April 3, 2012.

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



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**2012-06-15 DG Flugzeugbau GmbH:** Amendment 39-16996; Docket No. FAA-2011-1342; Directorate Identifier 2011-CE-038-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 15, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to DG Flugzeugbau GmbH Models DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes and Models DG-500M and DG-500MB powered sailplanes, all serial numbers, that are:

- (i) Equipped with a headrest on the rear seat; and
- (ii) Certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 25: Equipment/Furnishing

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as incorrect re-installation of the rear cockpit securing rope for the headrest of the rear seat during maintenance. We are issuing this AD to correct the length of the rear cockpit headrest securing rope, which if too long, could cause the rear seat to interfere with the control stick of the sailplane and could result in loss of control of the sailplane.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within the next 30 days after May 15, 2012 (the effective date of this AD), inspect the rear cockpit headrest securing rope to determine the length. Do the inspection as specified in Instruction No. 2 of DG Flugzeugbau GmbH Technical Note No. 500/05, dated September 19, 2011.

(i) If the length of the rear cockpit headrest securing rope is more than 450 millimeters (mm) or less than 400 mm, before further flight after the inspection required in paragraph (f)(1) of this AD, adjust the length of the rear cockpit headrest securing rope to a length between 400 mm and 450 mm as shown in Sketch 2 of DG Flugzeugbau GmbH Working Instruction No. 1 for TN348/20, Issue 3, dated September 13, 2011. After doing the adjustment, do the action required in paragraph (f)(2) of this AD.

(ii) If the length of the rear cockpit headrest securing rope is between 400 mm and 450 mm, do the action required in paragraph (f)(2) of this AD.

(2) Within 3 months after May 15, 2012 (the effective date of this AD), replace the rear cockpit headrest securing rope with a rear cockpit headrest securing rope with a snap hook. Do the replacement following DG Flugzeugbau GmbH Working Instruction No. 1 for TN348/20, Issue 3, dated September 13, 2011, as specified in Instruction No. 3 of DG Flugzeugbau GmbH Technical Note No. 500/05, dated September 19, 2011.

(3) Replacement of the rear cockpit headrest securing rope with a rear cockpit headrest securing rope with a snap hook done before May 15, 2012 (the effective date of this AD) following DG Flugzeugbau GmbH Working Instruction No. 1 for TN348/20, Issue 2, is considered acceptable for compliance with paragraph (f)(2) of this AD.

(4) Although the European Aviation Safety Agency (EASA) MCAI and DG Flugzeugbau GmbH Technical Note No. 500/05, dated September 19, 2011, allows the inspection required in paragraph (f)(1) of this AD to be done by a pilot-owner, the U.S. regulatory system requires all actions required by this AD be done by a certified mechanic.

### **(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

### **(h) Related Information**

Refer to MCAI EASA AD No.: 2011-0191, dated September 30, 2011; DG Flugzeugbau GmbH Technical Note No. 500/05, dated September 19, 2011; and DG Flugzeugbau GmbH Working Instruction No. 1 for TN348/20, Issue 3, dated September 13, 2011, for related information.

### **(i) Material Incorporated by Reference**

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(i) DG Flugzeugbau GmbH Technical Note No. 500/05, dated September 19, 2011, and  
(ii) DG Flugzeugbau GmbH Working Instruction No. 1 for TN348/20, Issue 3, dated  
September 13, 2011.

(2) For service information identified in this AD, contact DG Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal, Federal Republic of Germany; telephone: +49 (0) 7251 3020140; fax: +49 (0) 7251 3020149; Internet: <http://www.dg-flugzeugbau.de/tech-mitteilungen-e.html>; email: [dirks@dg-flugzeugbau.de](mailto:dirks@dg-flugzeugbau.de).

(3) You may review copies of the 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.

(4) You may also review copies 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 an NARA facility, 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 Kansas City, Missouri, on March 19, 2012.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2012-06-24 Sikorsky Aircraft Corporation:** Amendment 39-17005; Docket No. FAA-2011-1113; Directorate Identifier 2009-SW-53-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters with a tail rotor blade assembly (blade), part number (P/N) 92170-11000-044, -045, and -046, with a serial number with a prefix of "A111" and a number equal to or less than "-00585," installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as mislocated aluminum wire mesh in the blade skin which leaves portions of the graphite torque tube (spar) region unprotected from a lightning strike. This condition could result in spar delamination, loss of the blade tip cap during a lightning strike, blade imbalance, loss of a blade, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective May 15, 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 60 days, inspect the upper and lower airfoils of each tail rotor blade to determine if the wire mesh is mislocated.

(1) Inspect by using either an eddy current inspection in accordance with paragraphs B.(1)(a) through B.(1)(o) or using the hand-sanding method and visually inspecting in accordance with paragraphs B.(2)(a) through B.(2)(d) of Sikorsky Special Service Instructions SSI No. 92-021A, Revision A, dated October 21, 2009, except you are not required to contact or report nonconforming blades to the manufacturer. If you sand and visually inspect and confirm the correct location of the wire mesh, touch-up and repaint the sanded area.

(2) If there is a blade with a mislocated wire mesh, before further flight, replace the blade with an airworthy blade.

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Nicholas Faust, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7763; email [nicholas.faust@faa.gov](mailto:nicholas.faust@faa.gov).

(2) For operations conducted under a Part 119 operating certificate or under 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: 6410, Tail Rotor Blades.

**(h) Material Incorporated by Reference**

(1) You must use the specified portions of Sikorsky Special Service Instructions SSI No. 92-021A, Revision A, dated October 21, 2009, to do the specified actions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) 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 [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>.

(3) You may review a copy of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137 or 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 March 20, 2012.

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



**2012-07-09 Turbomeca S.A:** Amendment 39-17015; Docket No. FAA-2009-0330; Directorate Identifier 2008-NE-43-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective May 24, 2012.

**(b) Affected ADs**

This AD supersedes AD 2009-14-11, Amendment 39-15961 (74 FR 34221, July 15, 2009).

**(c) Applicability**

This AD applies to Turbomeca S.A. Arrius 2F turboshaft engines with right-hand (RH) rear half-wall, part number (P/N) 0319 99 824 0, installed.

**(d) Unsafe Condition**

The P3 air pipe (first section) and the RH rear half-wall could rub each other. Rubbing between the pipe and the RH rear half-wall may lead to rupture of the P3 air pipe (first section), which could cause an uncommanded power loss to flight idle. We are issuing this AD to prevent an uncommanded power loss to flight idle, which could result in an emergency autorotation landing or accident.

**(e) Compliance**

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

(1) For installed engines, within 100 engine hours (EH) after the effective date of this AD:

(i) Inspect the clearance between the P3 air pipe (first section) and the RH rear half-wall for sufficient clearance (0.5 mm or more).

(ii) Use paragraph 2.B.(1) of Turbomeca Mandatory Service Bulletin (MSB) No. 319 75 4810, Version B, dated January 25, 2011 to do the inspection.

(2) Thereafter, repeat the inspections in paragraphs (e)(1)(i) through (e)(1)(ii) of this AD as follows:

(i) At every installation of a RH rear half-wall P/N 0 319 99 824 0 on an installed engine, and

(ii) After every installation or reinstallation of an engine with a RH rear half-wall P/N 0 319 99 824 0 installed.

(3) If the P3 air pipe (first section) or the RH rear half-wall P/N 0 319 99 824 0 is found damaged, then before further flight, replace the damaged part(s) with parts eligible for installation.

(4) If the P3 air pipe (first section) and the RH rear half-wall P/N 0 319 99 824 0 are found contacting each other but are not damaged, replace the RH rear half-wall with a RH rear half-wall eligible for installation.

(5) If both the P3 air pipe (first section) and the RH rear half-wall are found not damaged during the inspections specified in paragraph (e)(1) or (e)(2) of this AD, and the clearance between

them is less than 0.5 mm, but they are not contacting each other, then repeat the inspection in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD within every 100 EH.

(6) Installation of RH rear half-wall, P/N 0 319 99 008 0, is terminating action to the inspections required by paragraphs (e)(1), (e)(2), and (e)(5) of this AD.

(7) Once a RH rear half-wall, P/N 0 319 99 008 0, is installed on an engine, do not install a RH rear half-wall, P/N 0 319 99 824 0, on that engine.

#### **(f) Definition**

For the purpose of this AD, parts eligible for installation is defined as:

- (1) An undamaged P3 air pipe (first section).
- (2) An undamaged RH rear half-wall P/N 0 319 99 824 0.
- (3) A new design RH rear half-wall P/N 0 319 99 008 0.

#### **(g) Credit for Previous Action**

An inspection performed on an installed engine before the effective date of this AD using Turbomeca MSB No. 319 75 4810, Version A, dated May 14, 2008, satisfies the inspection requirement in paragraphs (e)(1)(i) and (e)(1)(ii) of this AD.

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

The Manager, Engine Certification Office, may approve alternative methods of compliance for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

#### **(i) Related Information**

(1) For more information about this AD, contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7758; fax: 781-238-7199; email: mark.riley@faa.gov.

(2) European Aviation Safety Agency AD 2011-0182R1, dated February 3, 2012, pertains to the subject of this AD.

(3) For service information identified in this AD, contact. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

#### **(j) Material Incorporated by Reference**

You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information.

(1) Turbomeca Mandatory Service Bulletin No. 319 75 4810, Version A, dated May 14, 2008, approved for IBR August 19, 2009 (74 FR 34221, July 15, 2009).

(2) Turbomeca Mandatory Service Bulletin No. 319 75 4810, Version B, dated January 25, 2011, approved for IBR May 24, 2012.

(3) For service information identified in this AD, contact Turbomeca, 40220 Tarnos, France; telephone 33 (0)5 59 74 40 00; telex 570 042; fax 33 (0)5 59 74 45 15.

(4) You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may also review copies 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/cfr/ibr\\_locations.html](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Burlington, Massachusetts, on April 3, 2012.  
Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



**2012-08-01 Sikorsky Aircraft Corporation:** Amendment 39-17017; Docket No. FAA-2011-1115; Directorate Identifier 2010-SW-011-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as inaccurate above specification engine power margin data. This condition could result in the use of inaccurate engine performance data in calculating maximum gross weight.

**(c) Effective Date**

This AD becomes effective May 24, 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 90 days:

(1) By making pen and ink changes, insert into the Operating Limitations section, Part 1, Section 1, Weight Limits, of Rotorcraft Flight Manuals (RFMs) SA S92A-RFM-002, -003, -004, -005, and -006 the following limitation "Performance credit for above specification engine power margin is prohibited."

(2) If the RFM already contains the revisions appropriate for your helicopter as listed in the following Table 1, all dated April 9, 2008, with the correct performance charts, without the performance credit as depicted in the circled area of Figure 1 of this AD, the operating limitation required by paragraph (1) of this AD does not need to be inserted into the RFM.

**Table 1**

| <b>Affected RFM</b> | <b>Revision with Correct Charts</b> |
|---------------------|-------------------------------------|
| S92A-RFM-002        | Revision 8                          |
| S92A-RFM-003        | Revision 7                          |
| S92A-RFM-004        | Revision 6                          |
| S92A-RFM-005        | Revision 5                          |
| S92A-RFM-006        | Revision 6                          |

Note to paragraph (e)(2) of this AD: Previous RFM revisions allowed for the use of above-specification engine power margin as depicted in the circled area of Figure 1 of this AD.

**CATEGORY 'A' OPERATIONS**

See Figure 1 for the variation of allowable takeoff gross weight with altitude and temperature.

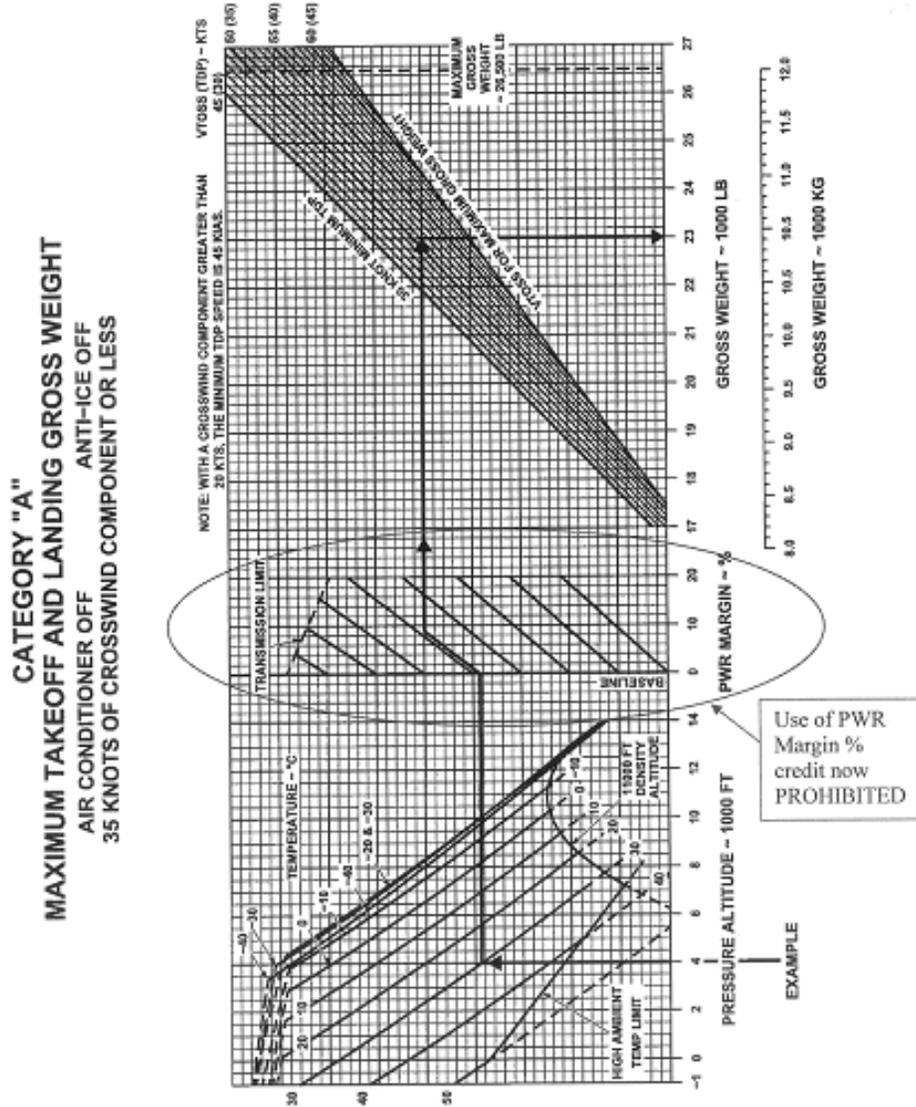


Figure 1- Cat 'A' Takeoff and Landing Gross Weight

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: John Coffey, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7173; email john.coffey@faa.gov.

(2) For operations conducted under a Part 119 operating certificate or under 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**

Sikorsky Rotorcraft Flight Manuals SA S92A-RFM-002, Revision 8; -003, Revision 7; -004, Revision 6; -005, Revision 5; and -006, Revision 6, all dated April 9, 2008, which are not incorporated by reference, contain additional information about the subject of this AD. For this service information, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, Mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>. You may review a copy of this 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: 7200, Engine (Turbine/Turboprop).

Issued in Fort Worth, Texas, on April 9, 2012.

Lance T. Gant,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.