FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2012-07

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

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

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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-Hl, PC-6-H2, PC-6/350, PC-6/350-Hl, PC-6/350-H2, PC-6/A, PC-6/A-Hl, PC-6/A-H2, PC-6/B-H2, PC-6/Bl-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/Cl-H2
2012-07-01		Agusta S.p.A.	Rotorcraft: AB412

2012-06-13 DG Flugzeugbau GmbH: Amendment 39-16994; Docket No. FAA-2012-0017; Directorate Identifier 2011-CE-039-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 4, 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, DG-500/22 Elan, DG-500M, and DG-500MB gliders, all serial numbers (S/N), certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 53: Fuselage.

(e) Reason

This AD was prompted by damage to the bulkhead of the glider's center of gravity (CG) tow hook that, if not detected and corrected, may lead to failure of the fiberglass structure during a winch launch. We are issuing this AD to require actions to address the unsafe condition on these products.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) For all gliders: Within 30 days after May 4, 2012 (the effective date of this AD), inspect the bulkhead of the CG tow hook and the bulkhead's glued joints for damage following DG Flugzeugbau GmbH Technical Note No. 500/04, dated August 30, 2011; and DG Flugzeugbau Working Instruction No. 1 for TN500/04, dated August 30, 2011.

(2) For all gliders: If you find damage during the inspection required by paragraph (f)(1) of this AD, before further flight, reinforce the bulkhead of the CG tow hook following DG Flugzeugbau GmbH Technical Note No. 500/04, dated August 30, 2011; and DG Flugzeugbau Working Instruction No. 1 for TN500/04, dated August 30, 2011.

(3) For all gliders: Unless already done as required by paragraph (f)(2) of this AD, within 5 months after May 4, 2012 (the effective date of this AD), reinforce the bulkhead of the CG tow hook following DG Flugzeugbau GmbH Technical Note No. 500/04, dated August 30, 2011; and DG Flugzeugbau Working Instruction No. 1 for TN500/04, dated August 30, 2011.

(4) For gliders with S/N 5E1 through S/N 5E23: While doing the modification required by paragraph (f)(2) or (f)(3) of this AD, install a new adapted tow hook access cover following DG

Flugzeugbau GmbH Technical Note No. 500/04, dated August 30, 2011; and DG Flugzeugbau Working Instruction No. 1 for TN500/04, dated August 30, 2011.

(5) For all gliders: Although the European Aviation Safety Agency (EASA) MCAI and DG Flugzeugbau GmbH Technical Note No. 500/04, dated August 30, 2011, allow the inspection required by paragraph (f)(1) of this AD to be done by a pilot-owner, the U.S. regulatory system requires all actions of this AD to 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 airplane 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.: 2011-0209, dated October 26, 2011; DG Flugzeugbau GmbH TN No 500/4, dated August 30, 2011; and DG Flugzeugbau Working Instruction No. 1, dated August 30, 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 of the following service information:

(i) DG Flugzeugbau GmbH Technical Note No. 500/04, dated August 30, 2011; and

(ii) DG Flugzeugbau Working Instruction No. 1 for TN500/04, dated August 30, 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; email: dirks@dg-flugzeugbau.de; Internet: www.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.

Issued in Kansas City, Missouri, on March 19, 2012.

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

2012-06-16 Pilatus Aircraft Ltd.: Amendment 39-16997; Docket No. FAA-2012-0018; Directorate Identifier 2011-CE-042-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 4, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Models PC-6, PC-6-Hl, PC-6-H2, PC-6/350, PC-6/350-Hl, PC-6/350-H2, PC-6/A, PC-6/A-Hl, PC-6/A-H2, PC-6/B-H2, PC-6/Bl-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/Cl-H2 airplanes, all Pilatus manufacturer serial numbers (MSN), and MSN 2001 through 2092, certificated in any category.

Note 1 to paragraph (c) of this AD: For MSN 2001-2092, these airplanes are also identified as Fairchild Republic Company PC-6 airplanes, Fairchild Industries PC-6 airplanes, Fairchild Heli Porter PC-6 airplanes, or Fairchild-Hiller Corporation PC-6 airplanes.

(d) Subject

Air Transport Association of America (ATA) Code 55: Stabilizer.

(e) Reason

This AD was prompted mandatory continuing airworthiness information (MCAI) issued 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 loose elevator and rudder hinge bolts caused by incorrect torquing and locking of the bolts. We are issuing this AD to prevent in-flight failure of the elevator or rudder attachment, which could result in loss of control of the airplane.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) For airplanes that have not been modified before May 4, 2012 (the effective date of this AD) following Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-001 at initial issue, within 2 months after May 4, 2012 (the effective date of this AD), install new elevator and rudder hinge bolt locking screws and modify the installation of the hinge bolt following the Accomplishment Instructions in Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-001, Rev. No. 1, dated November 25, 2011.

(2) For airplanes that have been modified before May 4, 2012 (the effective date of this AD) following Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-001 at initial issue, within 6 months after May 4, 2012 (the effective date of this AD), install new elevator and rudder hinge bolt locking screws following the Accomplishment Instruction of Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-001, Rev. No. 1, dated November 25, 2011.

(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: 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. Before using any approved AMOC on any airplane 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 European Aviation Safety Agency (EASA) AD No. 2011-0230, dated December 9, 2011, and Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-001, Rev. No. 1, dated November 25, 2011, for related information.

(i) Material Incorporated by Reference

(1) You must use Pilatus Aircraft Ltd. PC-6 Service Bulletin No. 55-001, Rev. No. 1, dated November 25, 2011, 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.

(2) For service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Liaison Manager, CH-6371 STANS, Switzerland; telephone: +41 (0) 41 619 65 80; fax: +41 (0) 41 619 65 76; Internet: http://www.pilatus-aircraft.com.

(3) You may review copies of the referenced 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.

Issued in Kansas City, Missouri, on March 19, 2012.

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

2012-07-01 Agusta S.p.A.: Amendment 39-17007; Docket No. FAA-2012-0355; Directorate Identifier 2011-SW-013-AD.

(a) Applicability

This AD applies to Agusta S.p.A. Model AB412 helicopters with the following tail rotor blades installed:

Part Number	Serial Number
212-010-750-105	A-11923
212-010-750-105FM	A-10090, A-10836, A-10857, A-11207, A-11332, A-11617, A-11828, A-12043, or A-12091
212-010-750-113	A-14953, A-15090, or CS-12702
212-010-750-113FM	A-12240, A-12286, A-12296, A-12398, A-12640, A-12670, A-12789, A-13033, A-13088 A-13096, A-13106 A-13134, A-13199, A-13264, A-13366, or A-13539
212-010-750-133	A-15602

(b) Unsafe Condition

This AD defines the unsafe condition as separation of the tail rotor blade (blade) tip weight from a blade in flight, causing vibration. This condition could result in loss of a tail rotor blade and subsequent loss of control of the helicopter.

(c) Effective Date

This airworthiness directive (AD) becomes effective April 20, 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 any affected blade with an airworthy blade, defined as one that has a part number and a serial number not listed in the Applicability 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: 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.

(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

(1) Agusta Bollettino Tecnico 412-130, dated December 20, 2010, 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 referenced 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 the European Aviation Safety Agency Emergency AD No.: 2010-0272-E, dated December 22, 2010.

(h) **Subject**

Joint Aircraft Service Component (JASC) Code: 6410, tail rotor blades.

Issued in Fort Worth, Texas, on March 26, 2012.
Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.