FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2015-02

1/12/2015 - 1/25/2015

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

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AD No.	Information	Manufacturer	Applicability

Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2015-01

2014-26-04	GROB-WERKE	G115EG and G120A
2014-26-05	Beechcraft Corporation	G58

Biweekly 2015-02

2014-26-02	Airbus Helicopters	EC155B1 and AS 365 N3 helicopters
2015-01-02	Mitsubishi Heavy Industries, Ltd.	MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60

2014-26-02 Airbus Helicopters (Previously Eurocopter France): Amendment 39-18053; Docket No. FAA-2014-1058; Directorate Identifier 2014-SW-065-AD.

(a) Applicability

This AD applies to Model EC155B1 and AS 365 N3 helicopters with an automated flight control system APM2000 Auto Pilot Module, part number 416-00297-163, with a Garmin GNS- or GTN-series global positioning system (GPS) installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an autopilot software design that incorrectly calculates the estimated ground speed at zero. This condition results in unpredictable roll oscillations during a coupled Very High Frequency Omnidirectional Range (VOR) or Localizer/Instrument Landing System (LOC/ILS) approach, which could result in loss of helicopter control.

(c) Effective Date

This AD becomes effective January 30, 2015.

(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, insert a copy of this AD in the Rotorcraft Flight Manual or make the following pen-and-ink changes:

(1) In the Eurocopter EC 155B1 Flight Manual, under Limitations (Prohibited Maneuvers) add: "Coupled LOC/VOR approaches."

(2) In the Airbus Helicopters Flight Manual EC155B1:

(i) Under Limitations, add: "Autopilot coupled with a LOC/ILS or VOR approach is prohibited."

(ii) Under Normal Procedures, remove paragraphs 4.2 (Power-on GPS on Ground or In Flight) and 4.3 (Pre-taxiing checklist) in their entirety. Performing the procedures in Paragraphs 4.2 and 4.3 is prohibited.

(3) In the Eurocopter Flight Manual AS 365 N3, under Limitations, add: "Autopilot coupled with a LOC/ILS or VOR approach is prohibited."

(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, Texas 76137; telephone (817) 222-5110; email 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

For service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.airbushelicopters.com/techpub. 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.

(h) Subject

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

Issued in Fort Worth, Texas, on December 4, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2015-01-02 Mitsubishi Heavy Industries, Ltd.: Amendment 39-18063; Docket No. FAA-2014-0108; Directorate Identifier 2013-CE-052-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 26, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Mitsubishi Heavy Industries, Ltd. Models MU-2B-30, MU-2B-35, and MU-2B-36 airplanes, serial numbers 502 through 651, 653 through 660, and 662 through 696, and Models MU-2B-36A and MU-2B-60 airplanes, serial numbers 661SA, 697SA through 799SA, and 1501SA through 1569SA, certificated in any category.

(d) Subject

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

(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 stress corrosion cracking in the flanges of the airframes at stations 4610 and 5605. We are issuing this AD to detect and correct structural cracks in the airframe flanges, which could reduce the structural integrity of the airplane.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (f)(3) of this AD.

(1) Within the next 1,000 hours time-in-service (TIS) after February 26, 2015 (the effective date of this AD) or within the next 3 years after February 26, 2015 (the effective date of this AD), whichever occurs first, inspect the side and lower frames at frame station (STA) 4610 and STA 5605 for cracks and corrosion. Do the inspection following paragraphs 3.0 through 3.3 of Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 242, dated July 10, 2013, or Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 104/53-003, dated July 22, 2013, as applicable.

(2) If any crack is found during the inspection required in paragraph (f)(1) of this AD, before further flight, do the actions in paragraphs (f)(2)(i) or (f)(2)(ii) of this AD:

(i) Repair the frame following paragraphs 4.0 and 5.0 of Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 242, dated July 10, 2013, or Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 104/53-003, dated July 22, 2013, as applicable; or

(ii) Replace the frame following paragraphs 4.0, 6.0, and 7.0 of Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 242, dated July 10, 2013, or Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 104/53-003, dated July 22, 2013, as applicable.

(3) If any corrosion is found during the inspection required in paragraph (f)(1) of this AD, before further flight, repair the damage following the instructions in paragraph 3.2 of Mitsubishi Heavy Industries, Ltd. Service Bulletin No. 242, dated July 10, 2013, or Mitsubishi Heavy Industries, Ltd. Service Bulletin No. 104/53-003, dated July 22, 2013, as applicable.

(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: Kenneth A. Cook, Aerospace Engineer, FAA, Fort Worth Airplane Certification Office (ACO), 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5475; fax: (817) 222-5960; email: Kenneth.A.Cook@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) Special Flight Permit

We are allowing special flight permits with the following limitations:

(1) Essential crew only;

(2) Minimum weight;

(3) Limit "G" loading to minimum; and

(4) Most direct flight to repair center.

(i) Related Information

Refer to MCAI Japan Civil Aviation Bureau (JCAB) AD No. TCD-8231-2013, dated August 6, 2013, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2014-0108-0002.

(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) Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 242, dated July 10, 2013.

(ii) Mitsubishi Heavy Industries, Ltd. MU-2 Service Bulletin No. 104/53-003, dated July 22, 2013.

(3) For Mitsubishi Heavy Industries, Ltd. service information identified in this AD, contact Mitsubishi Heavy Industries America, Inc. c/o Turbine Aircraft Services, Inc., 4550 Jimmy Doolittle Drive, Addison, Texas 75001; telephone: (972) 248-3108, ext. 209; fax: (972) 248-3321; Internet: http://mu-2aircraft.com.

(4) You may view this 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.

(5) You may view 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/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on December 30, 2014.

Robert Busto,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.