

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2015-18

8/24/2015 - 9/6/2015



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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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

Biweekly 2015-03

2014-12-11 R1	R 2014-12-11	Sikorsky Aircraft Corporation	S-92A
2015-01-03		Pilatus Aircraft Ltd	PC-7
2015-02-01	S 2011-23-01	Technify Motors GmbH (TMG)	TAE 125-01 and TAE 125-02-99
2015-02-07		Lycoming Engines	AEIO-320-D1B; AEIO-360-A1E, -A1E6, -B1H, -H1B; AEIO-540-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5; AEIO-580-B1A; and IO-540-K1K5
2015-02-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2015-02-10		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2015-02-15		Quest Aircraft Design, LLC	KODIAK 100
2015-02-22	S 2012-14-06	Rolls-Royce Corporation	250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2; and 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and -C20W
2015-02-27	S 2013-19-19	Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, and EC225LP

Biweekly 2015-04

2014-22-51		Airbus Helicopters	EC130T2 helicopters
2015-02-21		Agusta S.p.A.	AB139 and AW139 helicopters
2015-04-51	E	Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, 280FX, and 480 helicopters

Biweekly 2015-05

2015-04-01		Short Brothers & Harland Ltd	SC-7 Series 3
2015-04-04		Bell Helicopter Textron Inc.	412 and 412EP
2015-04-05		Sikorsky Aircraft Corporation	S-76A, S-76B, S-76C, and S-76D
2015-05-51	E	Agusta S.p.A.	A109A and A109A II
2015-05-52	E	Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP

Biweekly 2015-06

2015-04-01	COR	Short Brothers & Harland Ltd	SC-7 Series 3 airplanes
2015-05-04		Bell Helicopter Textron Canada	407 helicopters
2015-05-05	S 2014-04-14	Agusta	A109S and AW109SP helicopters; A119 and AW119 MKII helicopters
2015-05-06		Flugzeugwerke Altenrhein AG	AS 202/15 "BRAVO", AS 202/18A "BRAVO", and AS 202/18A4 "BRAVO" airplanes
2015-06-01	S 2014-06-03	British Aerospace	Jetstream Series 3101 and Jetstream 3201 airplanes
2015-06-02		GA 8 Airvan	GA8-TC320 airplanes
2015-06-03		Stemme AG	S6 and S6-RT gliders

Biweekly 2015-07

2015-06-09		Pacific Aerospace Limited	750XL airplanes
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Biweekly 2015-08

2015-05-52		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP
2015-07-03		Cessna Aircraft Company	402C and 414A
2015-07-04		Pilatus Aircraft Ltd.	PC-7
2015-08-51	E S 2015-04-51	The Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX; and 480

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2015-09

2014-17-08R1	R 2014-17-08	Pratt & Whitney Canada Corp. (P&WC)	PT6A-114 and PT6A-114A
2015-08-04	S 99-01-05 R1	Various Airplanes	See AD

Biweekly 2015-10

2015-08-07		Zodiac Aerotechnics	See Ad
2015-09-01		Airbus Helicopters	EC225LP
2015-09-04	S 2013-22-14 R1	DG Flugzeugbau GmbH	DG-1000T
2015-09-06	S 2014-26-04	GROB-WERKE	G115EG and G120A

Biweekly 2015-11

2015-08-51	S 2015-04-51	The Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, 280FX; 480
2015-10-05		Airbus Helicopters (previously Eurocopter France)	AS365N3, EC155B, and EC155B1
2015-10-06		Lycoming Engines	TIO-540-AJ1A
2015-10-07	S 2014-01-01	Turbomeca S.A.	Arrius 2F
2015-10-51	E	Avidyne Aerospace	Integrated Flight Displays
2015-11-01		Slingsby Aviation Ltd.	T67M260 and T67M260-T3A

Biweekly 2015-12

2015-11-06	S 2013-18-01	Airbus Helicopters	EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2015-11-07		Agusta S.p.A.	AB412 and AB412 EP
2015-11-08	S 2014-02-08	Agusta	A109C, A109S, A109K2, A109E, and AW109SP
2015-11-09		Sikorsky Aircraft Corporation	269D and 269D
2015-11-10		Sikorsky Aircraft Corporation	S-92A
2015-12-01		Airbus Helicopters	AS355E, AS355F, AS355F1, and AS355F2
2015-12-02		Bell	206L-1, 206L-3, and 206L-4

Biweekly 2015-13

2015-05-51		Agusta S.p.A.	A109A, A109A II
2015-10-51		Avidyne Corporation	Integrated Flight Displays (IFDs)
2015-12-04	COR R 2006-15-08	Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR
2015-12-09		Airbus Helicopters Deutschland GmbH	EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, EC135T2+, and MBB-BK 117 C-2

Biweekly 2015-14

2015-13-03		Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	SZD-50-3 "Puchacz"
2015-13-09		Piper Aircraft, Inc.	PA-46-350P and PA-46-500TP
2015-13-10	S 2011-17-07	M7 Aerospace LLC	SA226-T, SA226-T(B), SA226-TC, and SA226-AT
2015-13-11		Bell Helicopter Textron Canada	430

Biweekly 2015-15

2015-06-02 R1	R 2015-06-02	GA 8 Airvan (Pty) Ltd	TC320
2015-12-04	COR R2006-15-08	Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR
2015-14-02		GE Aviation Czech s.r.o.	M601E-11, M601E-11A, and M601F
2015-14-04		Kaman Aerospace Corporation	K-1200
2015-14-10		Pilatus Aircraft LTD	PC-12/47 and PC-12/47E
2015-15-04		Bell Helicopter Textron, Inc.	204B, 205A, and 205A-1; and 212

Biweekly 2015-16

2015-12-04	COR R 2006-15-08	Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
2015-13-04	S 2014-19-05	Turbomeca S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, 1S1, 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2
2015-16-51	E	Bell Helicopter Textron Canada Limited (Bell)	429
Biweekly 2015-17			
2015-16-04		Kidde Gravier	See AD
2015-16-05		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetsream Model 3201
2015-16-06		British Aerospace Regional Aircraft	Jetstream Model 3201
2015-16-07		Reims Aviation S.A.	F406
2015-17-01	S 2013-21-01	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2015-17-02	S 2001-13-51	Bell Helicopter Textron Canada	206L-4, 407, 427, and 429
Biweekly 2015-18			
2015-17-10	S 2007-04-13	SOCATA	TBM 700
2015-17-11		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2015-17-18		Turbomeca S.A.	Arrius 2F
2015-17-20		GE Aviation Czech s.r.o	M601E-11, M601E-11A, and M601F
2015-18-01		Vulcanair S.p.A.	P.68R



2015-17-10 SOCATA (type certificate previously held by EADS SOCATA): Amendment 39-18243; Docket No. FAA-2015-2047; Directorate Identifier 2015-CE-013-AD.

(a) Effective Date

This AD becomes effective September 29, 2015.

(b) Affected ADs

This AD supersedes AD 2007-04-13, Amendment 39-14945, (72 FR 7576, February 16, 2007) ("AD 2007-04-13").

(c) Applicability

This AD applies to SOCATA Model TBM 700 airplanes, serial numbers 1 through 638 and 687, that:

- (1) are not equipped with a left-hand main landing gear (MLG) body part number (P/N) D68161 or D68161-1 and a right-hand MLG body P/N D68162 or D68162-1; and
- (2) are certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 32: Landing gear.

(e) Reason

This AD was prompted from 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 cracks found on the main landing gear cylinders. In addition, the FAA determined that airplanes with MLG with forging body that had not reached 1,750 landings as of March 23, 2007 (the effective date of AD 2007-04-13) were not affected by AD 2007-04-13. This is not the intent and allows airplanes to fly indefinitely with the unsafe condition. This AD increases the scope of the affected airplanes by including those airplanes with MLG with forging body either at or under 1,750 landings as of March 23, 2007, increases the time between the repetitive inspections, and incorporates a modification to terminate the required repetitive inspections. We are issuing this AD to detect and correct cracks in the shock strut cylinder of the MLG, which could cause the MLG to fail. Failure of the shock strut cylinder of the MLG could result in a collapsed MLG during takeoff or landing and possible reduced structural integrity of the airplane.

(f) Actions and Compliance for Airplanes Not Previously Affected by AD 2007-04-13

Unless already done, do the actions in paragraphs (f)(1), (f)(2), and (h) of this AD:

- (1) For MLG with forging body that were either at or under 1,750 landings as of March 23, 2007 (the effective date of (AD 2007-04-13): Upon or before accumulating 1,750 landings on the MLG

with forging body since new or within the next 100 landings after September 29, 2015 (the effective date of this AD), whichever occurs later, inspect the forging body for cracks. Do the inspection following the Accomplishment Instructions of EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, dated January 2006, or DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014.

(2) If no cracks are detected during the inspection required in paragraph (f)(1) of this AD, repetitively thereafter inspect at intervals not to exceed 240 landings until a reinforced landing gear specified in paragraph E. Terminating Solution of the Accomplishment Instructions in DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014, is installed.

(g) Actions and Compliance for Airplanes Previously Affected by AD 2007-04-13

Unless already done, do the actions in paragraphs (g)(1), (g)(2), and (h) of this AD, including all subparagraphs:

(1) As of March 23, 2007 (the effective date retained from AD 2007-04-13), for MLG with forging body totaling more than 1,750 landings but less than 3,501 landings since new:

(i) Inspect the forging body for cracks within 100 landings after March 23, 2007 (the effective date retained from AD 2007-04-13), following the Accomplishment Instructions of EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, dated January 2006, or DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014.

(ii) If no cracks are detected during the inspection required in paragraph (g)(1)(i) of this AD, repetitively thereafter inspect at intervals not to exceed 240 landings until a reinforced landing gear specified in paragraph E. Terminating Solution of the Accomplishment Instructions in DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014, is installed.

(2) As of March 23, 2007 (the effective date retained from AD 2007-04-13), for MLG with forging body totaling more than 3,500 landings since new:

(i) Inspect the forging body for cracks within 25 landings after March 23, 2007 (the effective date retained from AD 2007-04-13), following the Accomplishment Instructions of EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, dated January 2006, or DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014.

(ii) If no cracks are detected during the inspection required in paragraph (g)(2)(i) of this AD, repetitively thereafter inspect at intervals not to exceed 240 landings until a reinforced landing gear specified in paragraph E. Terminating Solution of the Accomplishment Instructions in DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014, is installed.

(h) Actions and Compliance for All Affected Airplanes

If any cracks are detected during any inspection required in paragraphs (f)(1) through (g)(2) of this AD, including all subparagraphs:

(1) Before further flight, remove the affected landing gear leg and confirm the presence of the crack with dye penetrant inspection or fluorescent penetrant inspection.

(2) If the crack is confirmed, before further flight, contact SOCATA at the address in paragraph (l)(5) of this AD to coordinate the FAA-approved landing gear repair/replacement and implement any FAA-approved repair/replacement instructions obtained from SOCATA, or replace the cracked landing gear with a reinforced landing gear specified in paragraph E. Terminating Solution of the Accomplishment Instructions in DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014. This replacement terminates the repetitive inspections required by this AD.

(i) Calculating Unknown Number of Landings for Compliance

The compliance times of this AD are presented in landings instead of hours time-in-service (TIS). If the number of landings is unknown, hours TIS may be used by dividing the number of hours TIS by 1.35.

(j) 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: Albert J. Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: albert.mercado@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.

(k) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2006-0085R2, dated January 16, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-2047-0002>.

(l) 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.

(3) The following service information was approved for IBR on September 29, 2015.

(i) DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, Revision 3, dated December 2014.

(ii) Reserved.

(4) The following service information was approved for IBR on March 23, 2007 (72 FR 7576, February 16, 2007).

(i) EADS SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-130, dated January 2006.

(ii) Reserved.

(5) For SOCATA service information identified in this AD, contact SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; fax: 33 (0)5 62.41.76.54; or SOCATA North America, North Perry Airport, 7501 S Airport Rd., Pembroke Pines, Florida 33023, telephone: (954) 893-1400; fax: (954) 964-4141; Internet: <http://www.socata.com>.

(6) You may view this service information at 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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-2047.

(7) 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 August 14, 2015.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-17-11 Airbus Helicopters: Amendment 39-18244; Docket No. FAA-2015-0673; Directorate Identifier 2014-SW-034-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters with a swashplate assembly with rotating star, part number (P/N) 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07, or 350A371003-08, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a rotating star in a main rotor blade (M/R) swashplate assembly. This condition could result in loss of the M/R pitch control and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective September 29, 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

(1) Within 165 hours time-in-service (TIS), visually inspect the swashplate assembly to determine whether a ferrule is installed on the rotating star. If the ferrule is not visible, use a magnetic retriever positioned in Area (X) as shown in the pictures under paragraph 3.B.2.b., Accomplishment Instructions, of Airbus Helicopters Alert Service Bulletin (ASB) No. EC130 62A010, ASB No. AS350 62.00.34, or ASB No. AS355 62.00.33, all Revision 0, and all dated April 28, 2014, whichever is applicable to your helicopter, to determine whether the ferrule is installed. The magnetic retriever will be magnetized if a ferrule is installed.

(2) If a ferrule is not installed, no further action is needed.

(3) If a ferrule is installed on the rotating star, before further flight, dye-penetrant inspect the rotating star for a crack in areas "Z" depicted in Figure 1 of Airbus Helicopters ASB No. EC130 62A010, ASB No. AS350 62.00.34, or ASB No. AS355 62.00.33, all Revision 0, and all dated April 28, 2014, as applicable to your model helicopter.

(i) If the rotating star has a crack, before further flight, remove from service the rotating star; ferrule; and the screws, washers and nuts used to attach the pitch change rods, compass, and the rotating star deflector.

(ii) If the rotating star does not have a crack, within 160 hours TIS, remove from service the rotating star; ferrule; and the screws, washers and nuts used to attach the pitch change rods, compass, and the rotating star deflector.

(4) Do not install a rotating star P/N 350A371003-04, 350A371003-05, 350A371003-06, 350A371003-07, or 350A371003-08 with a ferrule.

(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: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 10101 Hillwood Pkwy., Fort Worth, Texas 76177; telephone (817) 222-5110; email asw-ftw-amoc@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 the European Aviation Safety Agency (EASA) AD No. 2014-0132R1, dated June 2, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2015-0673.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

(j) 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) Airbus Helicopters Alert Service Bulletin (ASB) No. EC130 62A010, Revision 0, dated April 28, 2014.

(ii) Airbus Helicopters ASB No. AS350 62.00.34, Revision 0, dated April 28, 2014.

(iii) Airbus Helicopters ASB No. AS355 62.00.33, Revision 0, dated April 28, 2014.

(3) For Airbus Helicopters 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>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, Texas 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 Fort Worth, Texas, on August 13, 2015.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2015-17-18 Turbomeca S.A.: Amendment 39-18251; Docket No. FAA-2015-0900; Directorate Identifier 2015-NE-12-AD.

(a) Effective Date

This AD becomes effective October 2, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Turbomeca S.A. Arrius 2F turboshaft engines with oil pump, part number (P/N) 0319155050, installed, except for:

- (1) Engines, equipped with an oil pump, P/N 0319155050, that were overhauled in a Turbomeca repair center after January 1, 2013, and
- (2) Engines with a serial number of 34776 or higher, provided that the oil pump was not replaced on that engine since the first flight of that engine on a helicopter.

(d) Reason

This AD was prompted by cases of deterioration of the gas generator front bearing due to a link loss between the pump driver and the oil pump shaft. We are issuing this AD to prevent link loss between the pump driver and the oil pump shaft, which could lead to an engine in-flight shutdown, forced landing, and damage to the helicopter.

(e) Actions and Compliance

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

(1) Inspect the pump driver assembly on the oil pump shaft, the pump driver splines, and the oil pump splines, using paragraph 2.4.2, Operating Instructions, of Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 319 79 4834, Version B, dated October 21, 2014, as follows:

(i) For engines with fewer than 250 engine hours (EH), accumulated since new, since last overhaul, or since last installation of an affected oil pump, whichever occurred later, inspect before exceeding 300 EH, accumulated since new, since last overhaul, or since last installation of an affected oil pump, as applicable.

(ii) For engines with 250 EH or more, but fewer than 300 EH, accumulated since new, since last overhaul, or since last installation of an affected oil pump, whichever occurred later, inspect within 50 EH.

(iii) For engines with 300 EH or more, but fewer than 800 EH, accumulated since new, since last overhaul, or since last installation of an affected oil pump, whichever occurred later, inspect within 100 EH.

(iv) For engines with 800 EH or more, accumulated since new, since last overhaul, or since last installation of an affected oil pump, whichever occurred later, inspect during the next scheduled 500 EH inspection.

(2) If any oil pump drive assembly and/or oil pump shaft, or the oil pump itself, fails the inspection required by this AD, then before further flight, replace the failed part(s) with part(s) eligible for installation.

(3) The instruction to report inspection results and the instruction to return a compliance certificate to Turbomeca S.A. as stated in paragraph 2.4.2, Operating Instructions, of Turbomeca S.A. MSB No. 319 79 4834, Version B, dated October 21, 2014, are not required by this AD.

(f) Credit for Previous Action

If you inspected the oil pump driver assembly on the oil pump shaft, the pump driver splines, and the oil pump splines, and replaced any part(s) with part(s) eligible for installation before the effective date of this AD in accordance with Turbomeca S.A. MSB No. 319 79 4834, Version A, dated November 25, 2013, you met the requirements of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(h) Related Information

(1) For more information about this AD, contact Philip Haberlen, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7770; fax: 781-238-7199; email: philip.haberlen@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2015-0049, dated March 17, 2015 (Corrected May 7, 2015), for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0900-0002>.

(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) Turbomeca S.A. MSB No. 319 79 4834, Version B, dated October 21, 2014.

(ii) Reserved.

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

(4) You may view this 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 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on August 17, 2015.
Diane S. Romanosky,
Acting Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-17-20 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-18253; Docket No. FAA-2015-0625; Directorate Identifier 2015-NE-09-AD.

(a) Effective Date

This AD becomes effective October 1, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to certain serial number (S/N) GE Aviation Czech s.r.o. M601E-11, M601E-11A, and M601F turboprop engine models, with gas generator turbine (GGT) blade, part number (P/N) M601-3372.6 or M601-3372.51, installed, as follows:

- (1) Model M601E-11: S/Ns 862001, 863008, 894018, 034005, 034006, 034007, 034008, 041003, and 042002.
- (2) Model M601E-11A: S/Ns 042003, 042004, 044001, and 044002.
- (3) Model M601F: S/Ns 024001, 002001, 003001, 934001, 934002, 961001.

(d) Reason

This AD was prompted by the determination that certain GGT blades are susceptible to blade failure. These blades are identified as blade P/Ns M601-3372.6 and M601-3372.51, and are installed on an engine S/N identified in paragraph (c) of this AD. We are issuing this AD to prevent GGT blade failure, which could lead to engine failure and loss of the airplane.

(e) Actions and Compliance

Comply with this AD within the compliance times specified, unless already done. After the effective date of this AD:

- (1) Do not return to service any affected engine with GGT blade, P/N M601-3372.6 or M601-3372.51, installed, after 300 hours time in service or six months, whichever occurs first, after the effective date of this AD.
- (2) If the affected engines are subsequently disassembled or overhauled, the non-shot peened GGT blades, P/N M601-3372.6 or M601-3372.51, are not eligible for installation in any other engine after removal.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(g) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7754; fax: 781-238-7199; email: robert.green@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2015-0015, dated January 30, 2015, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0625-0002>.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on August 20, 2015.
Colleen M. D'Alessandro,
Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-18-01 Vulcanair S.p.A.: Amendment 39-18259; Docket No. FAA-2015-3656; Directorate Identifier 2015-CE-027-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 22, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Vulcanair S.p.A. Models P.68R airplanes, serial numbers 458/R and subsequent, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 34: Navigation.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a discrepancy in the climb performance reported in the airplane flight manual (AFM) and/or pilots operating handbook (POH) in the actual performance of the airplane. We are issuing this AD to correct the AFM by inserting the proper climb performance data into the manual, which if not corrected could result in over-estimation of the airplane's rate of climb, resulting in impact with obstructions or terrain.

(f) Actions and Compliance

Unless already done, within 30 days after the effective date of this AD, insert pages 5-1 through 5-34, into Section 5, Revision 27, dated April 23, 2015, of the Vulcanair Aircraft P.68R POH/AFM, NOR10.707-30C, Revision 17, dated July 22, 2013; and pages 1 through 42, into Supplement F, in Section 8, Revision 27; dated April 23, 2015, of the Vulcanair Aircraft P.68R POH/AFM, NOR10.707-30C, Revision 17, dated July 22, 2013, following the instructions in Vulcanair Aircraft P.68 Variants Mandatory Service Bulletin No. 244, dated April 24, 2015.

(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: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane

Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0145, dated July 21, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-3656.

(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) Vulcanair Aircraft P.68 Variants Mandatory Service Bulletin No. 244, dated April 24, 2015.

(ii) Pages 5-1 through 5-34, in Section 5, Revision 27, dated April 23, 2015, of the Vulcanair Aircraft P.68R POH/AFM, NOR10.707-30C, Revision 17, dated July 22, 2013.

(iii) Pages 1 through 42, in Supplement F, in Section 8, Revision 27; dated April 23, 2015; of the Vulcanair Aircraft P.68R POH/AFM, NOR10.707-30C, Revision 17, dated July 22, 2013.

(3) For Vulcanair service information identified in this AD, contact Vulcanair S.p.A., Via Giovanni Pascoli 80026 Casoria NA Italy; telephone: +39 081 5918111; fax: +39 081 5918172; Internet: <http://www.vulcanair.com/technical-support>; email: continued.airworthiness@vulcanair.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. It is also available on the Internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2015-3656.

(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 August 21, 2015.

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