

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2015-11**

*5/18/2015 - 5/31/2015*



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



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**2015-08-51 The Enstrom Helicopter Corporation (Enstrom):** Amendment 39-18160; Docket No. FAA-2015-1537; Directorate Identifier 2015-SW-014-AD.

**(a) Applicability**

This AD applies to Enstrom Model F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX helicopters, all serial numbers; and Enstrom Model 480 helicopters, serial numbers 5001 through 5006; with a main rotor spindle (spindle), part number (P/N) 28-14282-11 or 28-14282-13, installed, certificated in any category. This AD applies to any helicopter that has a spindle with 1,500 or more hours time-in-service (TIS) or where the hours TIS of the spindle is not known.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the spindle, which, if not detected, could result in loss of a main rotor blade and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes Emergency AD 2015-04-51, Directorate Identifier 2015-SW-002-AD, dated February 12, 2015.

**(d) Effective Date**

This AD becomes effective June 2, 2015 to all persons except those persons to whom it was made immediately effective by Emergency AD 2015-08-51, issued on April 10, 2015, which contains the requirements of this AD.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has been accomplished on or after February 11, 2015.

**(f) Required Actions**

(1) Before further flight, conduct a magnetic particle inspection (MPI) of the spindle to determine if a crack exists, paying particular attention to the threaded portion of the spindle. The MPI of the spindle must be conducted by a Level II or Level III inspector qualified in the MPI in the Aeronautics Sector according to the EN4179 or NAS410 standard or equivalent. If there is a crack in the spindle, replace it with an airworthy spindle before further flight.

(2) Within 72 hours after accomplishing the MPI, report the information requested in Appendix 1 to this AD by mail to the Manager, Chicago Aircraft Certification Office, Federal Aviation Administration, ATTN: Gregory J. Michalik, 2300 East Devon Ave., Des Plaines, IL, 60018; by fax to (847) 294-7834; or email to [gregory.michalik@faa.gov](mailto:gregory.michalik@faa.gov).

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

(1) The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Gregory J. Michalik, Senior Aerospace Engineer, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 East Devon Ave., Des Plaines, IL, 60018; (847) 294-7135; email [gregory.michalik@faa.gov](mailto:gregory.michalik@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.

(3) Any AMOC approved previously in accordance with EAD 2015-04-51, dated February 12, 2015, is approved as an AMOC for the corresponding requirements in paragraph (f)(1) of this AD.

**(h) Additional Information**

Enstrom Helicopter Corporation Service Directive Bulletin No. 0119, Revision 1, dated April 1, 2015, and Enstrom Helicopter Corporation Service Directive Bulletin No. T-050, Revision 1, dated April 1, 2015, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Enstrom Helicopter Corporation, 2209 22nd Street, Menominee, MI; telephone (906) 863-1200; fax (906) 863-6821; or at [www.enstromhelicopter.com](http://www.enstromhelicopter.com). You may review this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

**Appendix 1 to AD 2015-08-51**

**Spindle Inspection (Sample Format)**

Provide the following information by mail to the Manager, Chicago Aircraft Certification Office, Federal Aviation Administration, ATTN: Gregory J. Michalik, 2300 East Devon Ave., Des Plaines, IL, 60018; by fax to (847) 294-7834; or email to [gregory.michalik@faa.gov](mailto:gregory.michalik@faa.gov).

Aircraft Registration No.:

Helicopter Model:

Helicopter Serial Number:

Helicopter Owner or Operator:

Contact Phone No.:

Spindle Part Number and Serial Number:

Total Hours Time-in-Service (TIS) on Spindle:

Total Hours TIS on Helicopter (if hours TIS on spindle were not available):

Who Performed the Inspection:

Date and Location Inspection was Accomplished:

Crack Found? If yes, describe the crack size, location, orientation (provide a sketch or picture):

Provide Any Other Comments:

Issued in Fort Worth, Texas, on May 8, 2015.

Lance T. Gant,

Acting Directorate Manager, Rotorcraft Directorate,

Aircraft Certification Service.



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**2015-10-05 Airbus Helicopters (previously Eurocopter France):** Amendment 39-18161; Docket No. FAA-2015-1570; Directorate Identifier 2014-SW-054-AD.

**(a) Applicability**

This AD applies to Model AS365N3, EC155B, and EC155B1 helicopters with an external life raft in the footstep installed with a junction unit, manufacturer part number (P/N) 200197 or P/N 200188 (Airbus Helicopters P/N 704A341302.48 or 704A341302.30), certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as corrosion damage inside a junction unit, which can prevent a deployment handle from functioning correctly. This condition could result in failure of an external life raft to deploy, preventing evacuation of passengers during an emergency.

**(c) Effective Date**

This AD becomes effective June 5, 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:

(1) Inspect each external life raft deployment system left-hand and right-hand junction unit for corrosion in the areas shown in Figure 3 of Airbus Helicopters Alert Service Bulletin (ASB) No. EC155-05A027, Revision 1, dated September 1, 2014 (ASB No. EC155-05A027), or ASB No. AS365-05.00.67, Revision 1, dated September 1, 2014, (ASB No. AS365-05.00.67), as applicable to your helicopter model.

(2) If there is corrosion, either remove the corrosion and apply a protective coating, primer, and paint to the surface or replace the junction unit with an airworthy junction unit.

(3) Measure the diameter of the junction unit cover and of each (internal and external) junction unit pulley for operational clearance. If the clearance is greater than 0.029 inch (0.75 mm) as depicted in Figure 4 of ASB No. EC155-05A027 or Figure 5 of ASB No. AS365-05.00.67, as applicable to your helicopter model, replace the junction unit with an airworthy junction unit.

(4) Inspect the drainage hole on the upper face of the junction unit cover, and if it is unplugged, plug it.

(5) Inspect the drainage hole on the lower surface of the junction unit cover, and if it is plugged, remove the plug.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Martin R. Crane, Aviation Safety Engineer, Regulations Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5112; email [martin.r.crane@faa.gov](mailto:martin.r.crane@faa.gov).

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

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2014-0214, dated September 24, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2015-1570.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2564 Equipment/Furnishing.

**(i) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. EC155-05A027, Revision 1, dated September 1, 2014.

(ii) Airbus Helicopters ASB No. AS365-05.00.67, Revision 1, dated September 1, 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, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. 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 May 11, 2015.

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



**2015-10-06 Lycoming Engines (Type Certificate previously held by Textron Lycoming Division, AVCO Corporation):** Amendment 39-18162; Docket No. FAA-2014-0940; Directorate Identifier 2014-NE-15-AD.

**(a) Effective Date**

This AD is effective July 2, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Lycoming TIO-540-AJ1A reciprocating engines listed by engine serial number (S/N) in Figure 1 to paragraph (c) of this AD and to any TIO-540-AJ1A reciprocating engine with a replacement turbocharger mounting bracket installed that was purchased between April 5, 2012 and May 29, 2014.

**Figure 1 to Paragraph (c)–Lycoming TIO-540-AJ1A Engine S/Ns**

L-6748-61E	L-13828-61E	L-13832-61E	L-13843-61E
L-13817-61E	L-13831-61E	L-13833-61E	L-13847-61E
L-13819-61E	L-13823-61E	L-13839-61E	L-13855-61E
L-13856-61E	L-13947-61E	L-14011-61E	RL-2551-61E
L-13857-61E	L-13948-61E	L-14013-61E	RL-2848-61E
L-13866-61E	L-13949-61E	L-14014-61E	RL-3450-61E
L-13867-61E	L-13950-61E	L-14015-61E	RL-4138-61E
L-13873-61E	L-13960-61E	L-14017-61E	RL-7243-61E
L-13882-61E	L-13961-61E	L-14024-61E	RL-7512-61E
L-13883-61E	L-13962-61E	L-14025-61E	RL-8435-61E
L-13884-61E	L-13967-61E	L-14026-61E	RL-8767-61E
L-13885-61E	L-13973-61E	L-14028-61E	RL-8914-61E
L-13886-61E	L-13975-61E	L-14034-61E	RL-8979-61E
L-13895-61E	L-13976-61E	L-14054-61E	RL-9399-61E
L-13896-61E	L-13979-61E	L-14055-61E	RL-9466-61E

L-13898-61E	L-13981-61E	L-14056-61E	RL-9618-61E
L-13900-61E	L-13983-61E	L-14057-61E	RL-9663-61E
L-13902-61E	L-13984-61E	L-14062-61E	RL-10098-61E
L-13907-61E	L-13993-61E	L-14063-61E	RL-10194-61E
L-13913-61E	L-13996-61E	L-14066-61E	RL-10249-61E
L-13915-61E	L-13997-61E	L-14067-61E	RL-10615-61E
L-13930-61E	L-13998-61E	L-14069-61E	RL-11011-61E
L-13931-61E	L-13999-61E	L-14071-61E	RL-12121-61E
L-13934-61E	L-14000-61E	L-14076-61E	RL-12163-61E
L-13936-61E	L-14001-61E	L-14077-61E	RL-12343-61E
L-13938-61E	L-14003-61E	RL-1726-61E	RL-13352-61E
L-13939-61E	L-14004-61E	RL-1810-61E	RL-13601-61E
L-13946-61E	L-14005-61E	RL-1862-61E	

#### (d) Unsafe Condition

This AD was prompted by several reports of cracked engine exhaust pipes. We are issuing this AD to prevent failure of the exhaust system due to cracking, which could lead to uncontrolled engine fire, harmful exhaust gases entering the cabin resulting in crew incapacitation, and damage to the airplane.

#### (e) Compliance

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

(1) For affected engines with an S/N listed in Figure 1 to paragraph (c) of this AD with 400 hours or less time since new (TSN) or time since last overhaul (TSLO), and for any TIO-540-AJ1A reciprocating engine with a replacement turbocharger mounting bracket installed that was purchased between April 5, 2012 and May 29, 2014, that has accumulated 400 hours or less time-in-service (TIS), within 25 hours after the effective date of this AD, replace the turbocharger mounting bracket with a part eligible for installation, and inspect the exhaust pipes for cracks. Use Lycoming Engines Mandatory Service Bulletin (MSB) No. 614A, dated October 10, 2014, Exhaust System Disassembly and Removal, paragraphs 1 through 22 to replace the bracket, and Exhaust System Inspection, paragraphs 1 through 5 to do the inspection.

(2) For affected engines with an S/N listed in Figure 1 to paragraph (c) of this AD with more than 400 hours TSN or TSLO, and for any TIO-540-AJ1A reciprocating engine with a replacement turbocharger mounting bracket installed that was purchased between April 5, 2012 and May 29, 2014, that has accumulated more than 400 hours TIS, replace the turbocharger mounting bracket with a part eligible for installation, and inspect the exhaust pipes for cracks at the next engine overhaul, separation of the crankcase halves, or twelve years from the effective date of this AD, whichever comes first. Use Lycoming Engines MSB No. 614A, dated October 10, 2014, Exhaust System Disassembly and Removal, paragraphs 1 through 22 to replace the bracket, and Exhaust System Inspection, paragraphs 1 through 5 to do the inspection.

**(f) Installation Prohibition**

After the effective date of this AD, do not return to service any TIO-540-AJ1A engine with a turbocharger mounting bracket that was removed from an engine identified in Figure 1 to paragraph (c) of this AD or that was purchased between April 5, 2012 and May 29, 2014.

**(g) Credit for Previous Action**

(1) If, before the effective date of this AD, you replaced the turbocharger mounting bracket with one eligible for installation you may take credit for your prior corrective action. No further turbocharger mounting bracket replacement is required.

(2) If, before the effective date of this AD, you performed the crack inspection using either of the following:

(i) Lycoming Engines MSB No. 614A, dated October 10, 2014, Exhaust System Inspection, paragraphs 1 through 5, or

(ii) Cessna Service Letter No. SEL-78-01, dated May 30, 2014, you may take credit for your prior corrective action. No further inspection is required. However, you must still replace the turbocharger mounting bracket.

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

The Manager, New York Aircraft Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(i) Related Information**

For more information about this AD, contact Norm Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7337; fax: 516-794-5531; email: norman.perenson@faa.gov.

**(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) Lycoming Engines Mandatory Service Bulletin No. 614A, dated October 10, 2014.

(ii) Reserved.

(3) For Lycoming Engines service information identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: 800-258-3279; fax: 570-327-7101; Internet: [www.lycoming.com/Lycoming/SUPPORT/TechnicalPublications/ServiceBulletins.aspx](http://www.lycoming.com/Lycoming/SUPPORT/TechnicalPublications/ServiceBulletins.aspx).

(4) You may view this service information at 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 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 Burlington, Massachusetts, on May 12, 2015.  
Colleen M. D'Alessandro,  
Assistant Directorate Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



**2015-10-07 Turbomeca S.A.:** Amendment 39-18163; Docket No. FAA-2013-1003; Directorate Identifier 2013-NE-33-AD.

**(a) Effective Date**

This AD is effective June 12, 2015.

**(b) Affected ADs**

This AD supersedes AD 2014-01-01, Amendment 39-17724 (79 FR 3481, January 22, 2014).

**(c) Applicability**

This AD applies to all Turbomeca S.A. Arrius 2F turboshaft engines.

**(d) Unsafe Condition**

This AD was prompted by the determination that additional lubricating devices, identifiable by serial number (S/N), may have an incorrect bonding of the nozzle on the ejector assembly. We are issuing this AD to prevent failure of the ejector assembly nozzle, which could lead to an in-flight shutdown of the engine, damage to the engine, and damage to the helicopter.

**(e) Compliance**

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

(1) For engines equipped with a lubricating device having an S/N listed in Figure 1 to paragraph (e) of this AD, within 30 days after the effective date of this AD, inspect the ejector assembly nozzle and the tightening torque. Use paragraphs 4.4.2.1 through 4.4.2.3.4.2 of Turbomeca Mandatory Service Bulletin (MSB) No. 319 79 4835, Version B, dated February 12, 2015, to do the inspection.

(2) For any part that fails the inspection required by paragraph (e)(1) of this AD, before further flight, remove and replace the failed part with a part eligible for installation.

**Figure 1 to Paragraph (e)–S/N's of Affected Lubricating Devices**

100	140M	185M	247	436M
105M	141M	190M	255M	443M
106	142B	191M	266M	445M
107B	146M	195M	278M	451M
109M	147M	198M	292M	467M
112B	156M	202M	304M	477M
112M	159M	204M	330M	479M

114B	164M	207M	334M	483M
124B	178	210M	369M	484M
125M	178M	213M	384M	512M
129M	180	218M	391M	526M
135B	180M	222M	392M	563M
135M	181M	244M	417M	

**(f) Credit for Previous Actions**

If you inspected the ejector assembly nozzle of any lubricating device having an S/N listed in Figure 1 to paragraph (e) of this AD before the effective date of this AD, using the instructions of Turbomeca S.A. MSB No. 319 79 4835, Version A, dated May 22, 2013, you met the requirements of paragraph (e) of this AD for that S/N lubricating device.

**(g) Installation Prohibition**

After the effective date of this AD, do not return to service any engine having a lubricating device with an S/N listed in Figure 1 to paragraph (e) of this AD, unless the engine has been inspected per the requirements of paragraph (e) of this AD.

**(h) 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.

**(i) 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 2015-0057, dated April 1, 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 Docket No. FAA-2013-1003.

**(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.

(3) The following service information was approved for IBR on June 12, 2015.

(i) Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 319 79 4835, Version B, dated February 12, 2015.

(ii) Reserved.

(4) The following service information was approved for IBR on February 6, 2014 (79 FR 3481, January 22, 2014).

(i) Turbomeca S.A. MSB No. 319 79 4835, Version A, dated May 22, 2013.

(ii) Reserved.

(5) For Turbomeca S.A. service information identified in this 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.

(6) You may view this service information at 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.

(7) 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 May 13, 2015.

Colleen M. D'Alessandro,  
Assistant Directorate Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



**DATE: May 18, 2015**  
**AD #: 2015-10-51**

Emergency Airworthiness Directive (AD) 2015-10-51 is sent to owners and operators of all aircraft that incorporate Avidyne Corporation (Avidyne) Integrated Flight Displays (IFDs) part number (P/N) 700-00083-( ) loaded with software release 9.3.1.0 or earlier release (referred to as Model R9 – 10 inch), P/N 700-00171-( ) loaded with software release 9.2.5.0 or earlier release (referred to as Model R9 - 12 inch), and P/N 700-00182-( ) loaded with software release 10.0.3.0 or earlier release (referred to as Model IFD540).

### **Background**

This emergency AD was prompted by reports of Avidyne IFDs displaying incorrect course deviation indication information during GPS approaches (incorrect display of lateral deviations). This condition occurs when the airplane is flying in certain approaches, the leg to the Final Approach Fix (FAF) is active, and the leg to the FAF is not aligned with the final approach course (i.e., an angled entry to the FAF). The software of the Avidyne IFDs as referenced above will produce lateral deviations to the final approach course as soon as the leg to the FAF becomes active. Therefore when the leg does not align with the final approach course, the CDI will show a deviation when, in fact, the aircraft is on the proper course for the active leg. This could result in the pilot making flight decisions that put the aircraft in unsafe flight conditions, flying into airspace that was, by the GPS approach design, to be avoided (terrain, obstacle, traffic, restricted).

### **FAA’s Determination**

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described above is likely to exist or develop in other products of the same type design.

### **AD Requirements**

This AD requires incorporating an operational limitation into the Limitations Section of the airplane flight manual (AFM) or airplane flight manual supplement (AFMS). The operational limitation will contain the following:

- “Flying a full procedure (non Vector-to-Final) GPS approach, with a course change at the Final Approach Fix (FAF), is prohibited.”
- “Flying a GPS approach, with a Direct-To or with an Omni-Bearing Selector (OBS) leg to the FAF, is prohibited.”

### **Authority for this Rulemaking**

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

### **Presentation of the Actual AD**

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

**2015-10-51 Avidyne Aerospace:** Directorate Identifier 2015-CE-019-AD.

#### **(a) Effective Date**

This Emergency AD is effective upon receipt.

#### **(b) Affected ADs**

None

#### **(c) Applicability**

Avidyne Corporation (Avidyne) Integrated Flight Displays (IFDs) part number (P/N) 700-00083-( ) loaded with software release 9.3.1.0 or earlier release (referred to as Model R9 – 10 inch), P/N 700-00171-( ) loaded with software release 9.2.5.0 or earlier release (referred to as Model R9 - 12 inch), and P/N 700-00182-( ) loaded with software release 10.0.3.0 or earlier release (referred to as Model IFD540). These IFDs are installed on, but not limited to, airplanes that are certificated in any category and are identified in the following:

(1) For Model R9 – 10 inch: AML STC SA00282BO. This document can be found at: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/24d8d8ba6cb57e4f86257d1d0055dec4/\\$FILE/SA00282BO\\_AML.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/24d8d8ba6cb57e4f86257d1d0055dec4/$FILE/SA00282BO_AML.pdf)

(2) For Model R9 – 12 inch: Korea Aerospace Industries KC-100 (currently being type validated by the FAA).

(3) For Model IFD540: STC SAA00343BO. This document can be found at: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/5084676a444f3b2b86257d20005d08ab/\\$FILE/SA00343BO\\_AML.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/5084676a444f3b2b86257d20005d08ab/$FILE/SA00343BO_AML.pdf)

#### **(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 34, Navigation.

**(e) Unsafe Condition**

This AD was prompted by reports of Avidyne IFDs displaying incorrect course deviation indication information during GPS approaches (incorrect display of lateral deviations). This condition occurs when the airplane is flying in certain approaches, the leg to the Final Approach Fix (FAF) is active, and the leg to the FAF is not aligned with the final approach course (i.e., an angled entry to the FAF). The software of the Avidyne IFDs as referenced above in the Applicability section of this AD will produce lateral deviations to the final approach course as soon as the leg to the FAF becomes active. Therefore when the leg does not align with the final approach course, the CDI will show a deviation when, in fact, the aircraft is on the proper course for the active leg. We are issuing this AD to prevent such incorrect display of lateral deviations, which could result in the pilot making flight decisions that put the aircraft in unsafe flight conditions, flying into airspace that was, by the GPS approach design, to be avoided (terrain, obstacle, traffic, restricted).

**(f) Compliance**

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

**(g) Airplane Flight Manual (AFM) or Airplane Flight Manual Supplement (AFMS) Limitation**

(1) Before further flight, incorporate the operational limitations listed in paragraphs (g)(1)(i) and (g)(1)(ii) of this AD into the Limitations Section of the AFM or AFMS, as applicable. This can be done by inserting a copy of this AD into the Limitations Section of the AFM or AFMS.

(i) "Flying a full procedure (non Vector-to-Final) GPS approach, with a course change at the Final Approach Fix (FAF), is prohibited."

(ii) "Flying a GPS approach, with a Direct-To or with an Omni-Bearing Selector (OBS) leg to the FAF, is prohibited."

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

(3) Paragraphs (g)(3)(i) and (g)(3)(ii) of this AD provides examples of prohibited and allowed GPS approach per AD paragraph (g)(1)(i) of this AD:

(i) An example of a prohibited GPS approach per AD paragraph (g)(1)(i) can be found at: <http://aeronav.faa.gov/d-tpp/1505/05597r25.pdf>

(ii) An example of an allowed GPS approach per AD paragraph (g)(1)(i) can be found at: <http://aeronav.faa.gov/d-tpp/1505/00626rz29.pdf>

(4) This AD is no longer applicable if software is installed that is different than that referenced in the Applicability section of this AD.

**(h) Special Flight Permit**

Under 14 CFR 39.23, special flight permits are prohibited for this AD.

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

(1) The Manager, Boston Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j) of this AD

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

**(j) Related Information**

For further information about this AD, contact: Anthony Pigott, Aerospace Engineer, Boston Aircraft Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7158; fax: 781-238-7199; email: Anthony.pigott@faa.gov.

Issued in Kansas City, Missouri, on May 18, 2015.

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



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**2015-11-01 Slingsby Aviation Ltd.:** Amendment 39-18164; Docket No. FAA-2015-1737;  
Directorate Identifier 2015-CE-014-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 16, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Slingsby Aviation Ltd. Models T67M260 and T67M260-T3A airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 27: Flight Controls.

**(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 failure of a brake master cylinder pivot pin. We are issuing this AD to prevent failure of a brake master cylinder pivot pin, which could cause the rudder pedal mechanism to detach from the brake master cylinder. This failure could result in jammed rudder controls and consequent loss of control.

**(f) Actions and Compliance**

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

(1) Before further flight after June 16, 2015 (the effective date of this AD) and repetitively thereafter every 300 hours time-in-service or 12 months, whichever occurs first, inspect the brake master cylinder pivot pins, part number T67M-45-539, installed on rudder pedal assemblies #1 and #4. Do the inspections following the Accomplishment Instructions in Marshall Aerospace and Defence Group Service Bulletin SBM 200, Revision 1, dated April 2015. This AD does not require the retention and reporting requirements of paragraph (2) of F. COMPLETION in the Accomplishment Instructions of this service bulletin.

(2) If, during any inspection required in paragraph (f)(1) of this AD, any crack or distortion to a brake master cylinder pivot pin is found, or a pivot pin fails the dimensional check, before further flight, replace the affected pivot pin with a serviceable part. Do the replacement as specified in paragraph C.(1)(j) of the Inspection section of the Accomplishment Instructions in Marshall Aerospace and Defence Group Service Bulletin SBM 200, Revision 1, dated April 2015. After doing this replacement, continue with the repetitive inspection requirement in paragraph (f)(1) of this AD.

### **(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.

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

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0065-E, dated April 24, 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-2015-1737.

### **(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) Marshall Aerospace and Defence Group Service Bulletin SBM 200, Revision 1, dated April 2015.

Note 1 to paragraph (i)(2)(i): The transmittal letter for Marshall Aerospace and Defence Group SBM 200, Revision 1, dated April 2015, incorrectly states it transmits the Initial Issue; page 1 is dated April 2015; pages 2 through 8 are dated March 2015.

(ii) Reserved.

(3) For Slingsby Aviation Ltd. service information identified in this AD, contact Marshall Aerospace and Defence Group, The Airport, Newmarket Road, Cambridge, CB5 8RX, UK; telephone: +44 (0) 1223 399856; fax: +44 (0) 7825365617; email: mark.bright@marshalladg.com; Internet: [www.marshalladg.com](http://www.marshalladg.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-2015-1737.

(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 May 18, 2015.

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