

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-14

6/30/2014 - 7/13/2014



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

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

Biweekly 2014-01

2013-26-09		Turbomeca S.A.	ASTAZOU XIV B and XIV H engines
2013-26-13		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C (M), and S-70C (M1) helicopters
99-01-05 R1		See AD	See AD

Biweekly 2014-02

2013-25-13		Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-26-11		Eurocopter France Helicopters	EC225LP helicopters
2014-01-01		Turbomeca S.A.	Arrius 2F turboshaft engines

Biweekly 2014-03

2014-01-02		Eurocopter Deutschland GmbH	EC135P2+ and EC135T2+ helicopters
2014-02-02		Bell Helicopter Textron Canada Limited	206L, L-1, L-3, and L-4 helicopters
2014-02-03	S 2011-27-51	Beechcraft Corporation	1900, 1900C, 1900C (Military) and 1900D
2014-02-04		Eurocopter France	EC 155B and EC155B1 helicopters
2014-02-05		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters
2014-02-07		Costruzioni Aeronautiche Tecnam srl	P2006T
2014-02-08		Agusta S.p.A.	A109C, A109S, A109K2, A109E, and AW109SP helicopters
2014-02-09		Eurocopter France	EC225LP and AS332L1 helicopters

Biweekly 2014-04

2014-03-02		Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, SA330J helicopters
2014-03-10		Various Restricted Category Helicopters	See AD
2014-03-11		Bell Helicopter Textron, Inc.	204B helicopters

Biweekly 2014-05

2014-02-06		Agusta S.p.A.	AB412 helicopters
2014-03-01		Agusta S.p.A.	AB139 and AW139 helicopters
2014-03-03		Cessna Aircraft Company	310, 320, 340, 401, 402, 411, 414, and 421
2014-03-18		B-N Group Ltd.	BN-2
2014-03-20		Piaggio Aero Industries S.P.A	P-180
2014-04-01		Slingsby Aviation Ltd.	T67M260
2014-04-02		Dornier Luftfahrt GmbH	228-212
2014-04-03		Pacific Aerospace Limited	750XL
2014-04-04		Diamond Aircraft Industries GmbH	DA 42 NG and DA 42 M NG
2014-04-06		Turbomeca S.A.	Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines
2014-04-11		Airbus Helicopters	AS350B, BA, B1, B2, B3, D; AS355E, F, F1, F2, and N helicopters
2014-04-12		Airbus Helicopters	EC225LP helicopters
2014-04-14		Agusta S.p.A.	A109S, AW109SP, A119, and AW119 MKII helicopters

Biweekly 2014-06

2011-22-05 R1		Airbus Helicopters	AS350B, B1, B2, B3, BA, C, D, D1; AS355E, F, F1, F2, N, and NP helicopters
2014-04-13		Agusta S.p.A.	AB412 and AB412 EP helicopters
2014-05-01		Eurocopter Deutschland	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters
2014-05-04		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
2014-05-06		Eurocopter Deutschland	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2014-05-07		Airbus Helicopters	AS350B, BA, B1, B2, C, D, D1, AS355E, F, F1, F2, and N helicopters
2014-05-08		Airbus Helicopters	AS332L1 helicopters
2014-05-11		Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, EC225LP, and SA330J helicopters
2014-05-15		Airbus Helicopters	AS332C, AS332L, AS332 L1, AS332 L2 and SA330J helicopters

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes			
2014-05-29 2014-06-01	S 2009-16-03	Continental Motors M7 Aerospace	IO-520, TSIO-520, and IO-550 series reciprocating engines SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-TT, SA26-AT, and SA26-T
Biweekly 2014-07			
2014-05-10	S 2012-25-04	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2014-05-27 2014-06-03		Rockwell Collins British Aerospace Regional Aircraft	Mode S transponders Jetstream Series 3101 and Jetstream Model 3201
2014-06-06 2014-06-07 2014-06-51	S 2013-12-06	SOCATA Alexander Schleicher Airbus Helicopters Deutschland	TBM 700 ASK 21 gliders MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2014-07-51 2014-07-52		Agusta Airbus Helicopters	AB139 and AW139 helicopters AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
Biweekly 2014-08			
2014-07-04 2014-07-06	S 2007-19-09R1	Sikorsky Turbomeca S.A.	S-92A helicopters Arriel 2B1 turboshaft engines
Biweekly 2014-09			
2014-07-07 2014-07-08 2014-07-09	S 87-02-04	British Aerospace (Operations) Limited Centrair British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 101, 101A, 101P, and 101AP gliders Jetstream Series 3101 and Model 3201
2014-07-10		Ballonbau Wörner GmbH	NL-280/STU, NL-380/STU, NL-510/STU, NL-640/STU, NL-840/STU, and NL-1000/STU balloons
2014-08-06 2014-08-10 2014-09-01 2014-09-02	COR S 2013-14-08	Sikorsky Aircraft Corporation Austro Engine GmbH AgustWestland S.p.A. M7 Aerospace LLC	S-76A, B, and C helicopters E4 engines A109C, A109E, A109K2, and A119 helicopters SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-TT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA26-T, and SA26-AT
2014-09-03	S 99-07-11	SOCATA	TBM 700
Biweekly 2014-10			
2014-09-04 2014-09-11 2014-09-12 2014-10-01	S 2009-21-08 R1 S 2008-24-11	Piaggio Aero Industries S.p.A. GROB-WERKE Alpha Aviation Concept Limited Vulcanair S.p.A.	P-180 G115EG and G120A R2160 P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER," P68TC "OBSERVER," and P68 "OBSERVER 2"
Biweekly 2014-11			
2014-10-03		Airbus Helicopters	AS332L1 and EC225LP helicopters
Biweekly 2014-12			
2014-07-52		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2014-11-02		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters
2014-11-07		Agusta S.p.A Helicopters	A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
2014-11-08 2014-11-09		Airbus Helicopters Costruzioni Aeronautiche Tecnam srl	EC225LP helicopters P2006T airplanes
2014-12-01		Bell Helicopter Textron	214B; 214B-1; 214ST helicopters

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes			
2014-12-51	E	Airbus Helicopters	EC130B4 and EC130T2 helicopters
2014-12-52	E	Honeywell International	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines
Biweekly 2014-13			
2014-04-07	S 2003-05-03	Bell Helicopter Textron Canada	407 helicopters
2014-10-02	S 2006-11-19	Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2014-12-04	S 2003-01-04	Bell Helicopter Textron, Inc.	204B, 204B, 205A, 205A-1, 205A 205A-1, 205B, 210, and 212 helicopters
2014-12-07		Agusta S.p.A.	AB412 and AB412EP helicopters
2014-12-08	S 2004-11-10	Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	SZD-50-3 "Puchacz" sailplanes
2014-12-09		Agusta S.p.A.	AB412 helicopters
Biweekly 2014-14			
2014-11-05		Pratt & Whitney Canada Corp.	PT6A-20, PT6A-20A, PT6A-20B, PT6A-25, PT6A-28, PT6A-34B, PT6A-36, PT6A-135, PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-21, PT6A-25A, PT6A-25C, PT6A-27, PT6A-34, PT6A-34AG, PT6A-110, PT6A-112, PT6A-114, and PT6A-135A engines
2014-12-05	S 2007-10-07	Turbomeca S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines
2014-12-12		Airbus Helicopters	EC120B, and EC130B4 helicopters
2014-12-52	S 2014-12-52	Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines
2014-13-01		Airbus Helicopters	MBB-BK 117 C-2 helicopters
2014-13-04		Columbia Helicopters, Inc.	234 helicopters
2014-13-05	S 2007-10-16	British Aerospace Regional Aircraft	Jetstream Model 3201
2013-22-23 R1		AERMACCHI S.p.A.	F.260, F.260B, F.260C, F.260D, F.260E, F.260F, S.208 and S.208A



2014-11-05 Pratt & Whitney Canada Corp.: Amendment 39-17855; Docket No. FAA-2013-1009; Directorate Identifier 2013-NE-35-AD.

(a) Effective Date

This AD becomes effective August 5, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) turboprop engines as follows: all model PT6A-20, PT6A-20A, PT6A-20B, PT6A-25, PT6A-28, PT6A-34B, PT6A-36, and PT6A-135 engines; model PT6A-11 engines, serial number (S/N) PC-E10539 and earlier; PT6A-11AG, S/N PC-E10224 and earlier; PT6A-15AG engines, S/N earlier than PC-E14089; model PT6A-21 engines, S/N PCE-25361 and earlier; model PT6A-25A engines, S/N PCE-48757 and earlier; model PT6A-25C engines, S/N PCE-26258 and earlier; model PT6A-27 engines, S/N PCE-42523 and earlier as well as all engines converted to PT6A-27; model PT6A-34 engines, S/N PCE-57303 and earlier as well as all engines converted to PT6A-34; model PT6A-34AG engines, S/N PCE-57312 and earlier as well as all engines converted to PT6A-34AG; model PT6A-110 engines, S/N PC-E15052 and earlier; model PT6A-112 engines, S/N earlier than PC-E12563; model PT6A-114 engines, S/N PCE-17218 and earlier; and model PT6A-135A engines, S/N PCE-35089 and earlier.

(d) Reason

This AD was prompted by in-service events involving the perforation of engine cases as a result of the liberation of power turbine (PT) blades and the fracture/displacement of the PT containment ring. We are issuing this AD to prevent uncontained engine failure and damage to the airplane.

(e) Actions and Compliance

- (1) Comply with this AD within the compliance times specified, unless already done.
- (2) Within 48 months after the effective date of this AD, modify the existing PT containment ring. Use paragraph 2, Accomplishment Instructions, of P&WC Service Bulletin (SB) No. 12076, Revision 3, dated January 17, 1992, or paragraph 3, Accomplishment Instructions, P&WC SB No. PT6A-72-A1427, Revision 3, dated January 27, 2012, as applicable, to make the modification.

(f) Credit for Previous Actions

If you modified the PT containment ring before the effective date of this AD using P&WC SB No. 12076, Revision 2, dated April 24, 1991, or earlier versions, or P&WC SB No. PT6A-72-A1427, Revision 2, dated April 3, 1990, or earlier versions, you have met the requirements of this AD.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) 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 Transport Canada Civil Aviation AD CF-2013-33R1, dated November 14, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-1009-0003>.

(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) Pratt & Whitney Canada (P&WC) Corp. Service Bulletin (SB) No. PT6A-72-A1427, Revision 3, dated January 27, 2012.
 - (ii) P&WC, Inc. SB No. 12076, Revision 3, dated January 17, 1992.
- (3) For P&WC service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Internet: www.pwc.ca.
- (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 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 22, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-12-05 Turbomeca S.A: Amendment 39-17866; Docket No. FAA-2006-23809; Directorate Identifier 2005-NE-52-AD.

(a) Effective Date

This AD is effective August 4, 2014.

(b) Affected ADs

This AD supersedes AD 2007-10-07, Amendment 39-15048 (72 FR 26711, May 11, 2007).

(c) Applicability

This AD applies to all Turbomeca S.A. Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines.

(d) Unsafe Condition

This AD was prompted by a report of an additional case of wear of the hydro-mechanical metering unit (HMU) drive gear shaft splines on both Turbomeca S.A. Arriel 2 engines on a twin-engine helicopter. We are issuing this AD to prevent failure of the HMU drive gear shaft, which could lead to damage to the engine and damage to the aircraft.

(e) Compliance

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

(1) Arriel 2B and 2B1 Engines

(i) If on the effective date of this AD the HMU has 500 or more operating hours since new or since last overhaul, then within 25 HMU operating hours from the effective date of this AD, inspect the high-pressure (HP) pump drive gear shaft splines and coupling shaft assembly splines. Use paragraph 2.B.(1)(b) of Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 292 73 2812, Version G, dated June 24, 2013, to do your inspection.

(ii) If on the effective date of this AD the HMU has less than 500 operating hours since new or since last overhaul, then inspect the HP pump drive gear shaft splines and coupling shaft assembly splines between 500 and 525 operating hours since new or since last overhaul. Use paragraph 2.B.(1)(b) of Turbomeca S.A. MSB No. 292 73 2812, Version G, dated June 24, 2013, to do your inspection.

(2) Arriel 2C, 2C1, 2C2, 2S1, and 2S2 Engines

(i) If on the effective date of this AD the HMU has 500 or more operating hours since new, since last overhaul, or if HMU operating hours are unknown, then within 200 HMU operating hours from the effective date of this AD, inspect the HP pump drive gear shaft splines and coupling shaft

assembly splines. Use paragraph 2.B.(1)(b) of Turbomeca S.A. MSB No. 292 73 2822, Version F, dated June 21, 2013, to do your inspection.

(ii) If on the effective date of this AD the HMU has more than 300 but less than 500 operating hours since new or since last overhaul, then within 225 HMU operating hours, but no earlier than 500 or later than 700 HMU operating hours from the effective date of this AD, inspect the HP pump drive gear shaft splines and coupling shaft assembly splines. Use paragraph 2.B.(1)(b) of Turbomeca S.A. MSB No. 292 73 2822 Version F, dated June 21, 2013, to do your inspection.

(iii) If on the effective date of this AD the HMU has 300 operating hours or less since new or since last overhaul, then inspect the HP pump drive gear shaft splines and coupling shaft assembly splines between 500 and 525 HMU operating hours since new or since last overhaul. Use paragraph 2.B.(1)(b) of Turbomeca S.A. MSB No. 292 73 2822, Version F, dated June 21, 2013, to do your inspection.

(f) Credit for Previous Actions

If, before the effective date of this AD, you inspected your HMU after 500 HMU operating hours since new or since last overhaul using an earlier version of Turbomeca S.A. MSB No. 292 73 2822, Version F, dated June 21, 2013, for 2C, 2C1, 2C2, 2S1 and 2S2 engines, or MSB No. 292 73 2812, Version G, dated June 24, 2013, for 2B or 2B1 engines, you have met the requirements of this AD.

(g) Installation Prohibition

After the effective date of this AD, do not install any HMU onto any engine, nor install any engine onto any helicopter with an HMU affected by this AD, unless the HMU passed the inspection required by paragraph (e)(1) of this AD for Arriel 2B and 2B1 engines or paragraph (e)(2) of this AD for Arriel 2C, 2C1, 2C2, 2S1, and 2S2 engines.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Engine 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

(1) For more information about this AD, contact Michael Davison, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park; phone: (781) 238-7156; fax: (781) 238-7199; email: Michael.Davison@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0170, dated July 30, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!docketDetail;D=FAA-2006-23809>.

(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) Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 292 73 2822, Version F, dated June 21, 2013.

(ii) Turbomeca S.A. MSB No. 292 73 2812, Version G, dated June 24, 2013.

(3) 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.

(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 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 June 2, 2014.

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



2014-12-12 Airbus Helicopters (Previously Eurocopter France): Amendment 39-17873; Docket No. FAA-2013-1090; Directorate Identifier 2013-SW-017-AD.

(a) Applicability

This AD applies to following helicopters, certificated in any category, except those helicopters with modification 07 3796 or 07 2921 installed:

- (1) Model EC120B helicopters, serial numbers up to and including 1367, with a sliding door, Part Number (P/N) C526A2370101, installed; and
- (2) Model EC130B4 helicopters with a sliding door, P/N C526S1101051, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a failure of the sliding door star axle support. This condition could prevent operation of a sliding door from inside, which could delay evacuation of passengers during an emergency.

(c) Effective Date

This AD becomes effective August 4, 2014.

(d) Compliance

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

(e) Required Actions

Within 165 hours time-in-service:

- (1) Visually inspect each upper and lower locking pin control rod end fitting (control end fitting) for a bend, twist, or breakage. If a control end fitting is bent, twisted, or broken, before further flight, replace the control end fitting with an airworthy control end fitting.
- (2) Clean and dye penetrant inspect the star support pin for a crack in the areas identified as Zone X and Zone Y in Figure 3 of Eurocopter Alert Service Bulletin No. EC120-52A014, Revision 1, dated January 25, 2013 (ASB No. EC120-52A014) or Eurocopter Alert Service Bulletin No. EC130-52A009, Revision 1, dated January 25, 2013 (ASB No. EC130-52A009), as applicable to your model helicopter. If there is a crack in the star support pin, before further flight, replace the star support pin with an airworthy star support pin.
- (3) Reinforce the sliding door star support stringer by installing three carbon fabric plies by following the Accomplishment Instructions, paragraph 3.B.2.d. of ASB No. EC120-52A014 or ASB No. EC130-52A009, as applicable to your model helicopter, except this AD does not require you to comply with paragraph 3.C.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email gary.b.roach@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. 2013-0093, dated April 15, 2013, and corrected on April 17, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-1090.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5220, Emergency Exits.

(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) Eurocopter Alert Service Bulletin No. EC120-52A014, Revision 1, dated January 25, 2013.

(ii) Eurocopter Alert Service Bulletin No. EC130-52A009, Revision 1, dated January 25, 2013.

(3) For Eurocopter service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, Texas 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 June 13, 2014.

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



2014-12-52 Honeywell International Inc. (Type Certificate previously held by AlliedSignal Inc., Garrett Turbine Engine Company): Amendment 39-17897; Docket No. FAA-2014-0386; Directorate Identifier 2014-NE-09-AD.

(a) Effective Date

This AD is effective July 28, 2014.

(b) Affected ADs

This AD supersedes Emergency AD 2014-12-52, Directorate Identifier 2014-NE-09-AD, dated June 10, 2014.

(c) Applicability

This AD applies to all Honeywell International Inc. TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines with 2nd stage low-pressure turbine (LPT2) blades, part number (P/N) 3075424-1, -2, or -3, installed.

(d) Unsafe Condition

This AD was prompted by reports of LPT2 blade separations. Analysis indicates the presence of casting anomalies at or near the root of the LPT2 blade. We are issuing this AD to prevent LPT2 blade failure, multiple engine in-flight shutdowns, and damage to the airplane.

(e) Compliance

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

(1) Before further flight, review engine logbook maintenance records to determine if any engine is installed that has LPT2 blade, P/N 3075424-1, -2, or -3, installed with less than 250 operating hours since new on the blade.

(2) For two-engine airplanes that have two engines with LPT2 blades installed that have less than 250 operating hours since new, remove all affected engines before further flight.

(3) For three-engine airplanes that have two or more engines with LPT2 blades installed that have less than 250 operating hours since new, remove all affected engines before further flight.

(4) After the effective date of this AD, do not install any engine that has installed in it LPT2 blades, P/N 3075424-1, -2, or -3, that have less than 250 operating hours since new.

(f) Special Flight Permit

Special flight permits are permitted for one over-land ferry flight to a maintenance facility where engines can be removed.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@faa.gov.

(2) Honeywell International Alert Service Bulletin (ASB) No. TFE731-72-A3792, dated June 5, 2014; ASB No. TFE731-72-A5242, dated June 5, 2014; and ASB No. TFE731-72-A5243, dated June 5, 2014, which are not incorporated by reference in this AD, can be obtained from Honeywell International Inc., using the contact information in paragraph (h)(3) of this AD.

(3) For service information identified in this AD, contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; phone: 800-601-3099; Internet: <http://www.myaerospace.com>.

(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.

Issued in Burlington, Massachusetts, on July 7, 2014.

Ann C. Mollica,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-13-01 Airbus Helicopters Deutschland GmbH (Airbus Helicopters) (Previously Eurocopter Deutschland GmbH): Amendment 39-17875; Docket No. FAA-2014-0394; Directorate Identifier 2014-SW-015-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model MBB-BK 117 C-2 helicopters with a Goodrich hoist damper unit, part number (P/N) 44307-480, P/N 44307-480-1, or P/N 44307-480-2, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as uncommanded detachment of the external hoist damper unit, which could result in loss of an external load or person from the hoist, resulting in injury to persons being lifted by the hoist.

(c) Effective Date

This AD becomes effective July 15, 2014.

(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 the next hoist operation, comply with paragraph (e)(1), (e)(2), or (e)(3) of this AD:

(1) Repair and re-identify each hoist damper unit in accordance with the Accomplishment Instructions, paragraph 3.B.1, of Airbus Helicopters Emergency Alert Service Bulletin ASB No. MBB-BK117 C-2-85A-041, Revision 2, dated March 4, 2014; or

(2) Replace each hoist damper unit with a unit that has been repaired as required by paragraph (e)(1) of this AD; or

(3) Deactivate the rescue hoist system.

(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

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2014-0057, dated March 6, 2014, and corrected March 7, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0394.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2500: Cabin Equipment Furnishings.

(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 Emergency Alert Service Bulletin No. ASB MBB-BK117 C-2-85A-041, Revision 2, dated March 4, 2014.

(ii) Reserved.

(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 June 13, 2014.

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



2014-13-04 Columbia Helicopters, Inc. (Type Certificate Previously Held By Boeing Defense & Space Group) Helicopters: Amendment 39-17879; Docket No. FAA-2014-0385; Directorate Identifier 2013-SW-079-AD.

(a) Applicability

This AD applies to Model 234 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as fatigue failure of aft pylon fitting attach structure combined with aft rotor blade damage. This condition could result in failure of a fore or aft rotor blade, vibration, overload of the aft pylon structure at the pylon attach fittings, departure of the aft pylon, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective July 15, 2014.

(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 50 hours time-in-service (TIS):

(i) Clean and inspect each fore and aft rotor blade for a defect, damage, or a disbond in accordance with the Accomplishment Instructions, paragraph 3.A.(1)(b) through 3.A.(2)(b), of Columbia Helicopters, Inc., Service Bulletin No. 234-62-0008, Revision 1, dated December 6, 2013 (SB 234-62-0008).

(ii) Using a metallic coin or tap hammer, tap inspect each rotor blade trailing edge for defect, damage, or a disbond in accordance with the Accomplishment Instructions, paragraph 3.B.(1) through 3.B.(2)(e) and Figures 1 and 2 of SB 234-62-0008.

(iii) If there is any defect, damage, or a disbond, repair the blade before further flight. If the defect, damage, or disbond is beyond acceptable limits, replace the blade before further flight.

(2) Within 50 hours TIS and thereafter at intervals not to exceed 100 hours TIS, inspect the aft pylon at the station 534 and 594 tension attachment fittings as follows:

(i) Dye-penetrant inspect the aft pylon at the attachment fitting for a crack as shown in Figures 1, 2, and 3 and by following the Detailed Special Inspection-Dye Penetrant Method, paragraph 2.A.(2) through 2.G.(1), of Columbia Helicopters, Inc. Service Bulletin No. 234-54-0004, Revision 0, dated November 22, 2013 (SB 234-54-0004).

(ii) If there is a crack, before further flight, repair or replace the aft pylon. Figures 2, 3, 4, and 5 of SB 234-54-0004 contain examples of a crack.

(3) Do not install an aft pylon or a rotor blade until the requirements of paragraphs (e)(1) and (e)(2) of this AD are accomplished.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: 9-ANM-Seattle-ACO-AMOC-Requests@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) Subject

Joint Aircraft Service Component (JASC) Code: 5400 and 6210 Nacelle/Pylon Structure and Main Rotor Blades.

(h) 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) Columbia Helicopters, Inc., Service Bulletin No. 234-54-0004, Revision 0, dated November 22, 2013.

(ii) Columbia Helicopters, Inc., Service Bulletin No. 234-62-0008, Revision 1, dated December 6, 2013.

(3) For service information identified in this AD, contact Columbia Helicopters, Inc., 14452 Arndt Road NE., Aurora, OR 97002, telephone (503) 678-1222, fax (503) 678-5841, or at <http://www.colheli.com/>.

(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 June 16, 2014.

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



2014-13-05 British Aerospace Regional Aircraft: Amendment 39-17880; Docket No. FAA-2014-0241; Directorate Identifier 2014-CE-008-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 5, 2014.

(b) Affected ADs

This AD supersedes AD 2007-10-16, Amendment 39-15057 (72 FR 27953, May 18, 2007).

(c) Applicability

This AD applies to British Aerospace Regional Aircraft Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 5: Time Limits.

(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 the need to incorporate revisions to the Airworthiness Limitations section of the Instructions for Continued Airworthiness (ICA). We are issuing this AD to enforce compliance with these requirements in order to maintain airworthiness.

(f) Actions and Compliance

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

(1) As of August 5, 2014 (the effective date of this AD), replace each component before exceeding the applicable life limit and complete all applicable maintenance tasks within the thresholds and intervals as specified in Chapter 05-10-05, Airworthiness Limitations, of the British Aerospace Jetstream 3200 Series Aircraft Maintenance Manual, Revision, 29, dated December 15, 2012.

(2) You may comply with the requirements in paragraph (f)(1) of this AD by incorporating British Aerospace Jetstream 3200 Series Aircraft Maintenance Manual, Revision 29, Airworthiness Limitations, Chapter 05-10-05, dated December 15, 2012, into the Airworthiness Limitations section of your ICA and complying with that program.

(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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; email: taylor.martin@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 European Aviation Safety Agency (EASA) AD No.: 2014-0044, dated February 24, 2014. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0241-0002>.

(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) Chapter 05-10-05, Airworthiness Limitations, of the British Aerospace Jetstream 3200 Series Aircraft Maintenance Manual, Revision, 29, dated December 15, 2012.

(ii) Reserved.

(3) For British Aerospace Regional Aircraft service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: <http://www.baesystems.com/Businesses/RegionalAircraft/>.

(4) 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.

(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 June 20, 2014.

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



2013-22-23 R1 AERMACCHI S.p.A.: Amendment 39-17881; Docket No. FAA-2013-0939; Directorate Identifier 2013-CE-043-AD.

(a) Effective Date

This AD is effective July 11, 2014.

(b) Affected ADs

This AD rescinds AD 2013-22-23, Amendment 39-17655 (78 FR 68357; November 14, 2013).

(c) Applicability

This AD applies to the following AERMACCHI S.p.A. airplanes that are certificated in any category:

(1) Models F.260, F.260B, F.260C, F.260D, F.260E, and F.260F airplanes, all serial numbers, that are equipped with either a Lycoming O-540, IO-540, or AEIO-540 wide cylinder flange engine (identified by the suffix "A" or "E" in the serial number) with a front crankcase mounted propeller governor; and

(2) Models S.208 and S.208A airplanes, all serial numbers, that are equipped with a Lycoming O-540 wide cylinder flange engine (identified by the suffix "A" or "E" in the serial number) with a front crankcase mounted propeller governor.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 71: Powerplant.

Issued in Kansas City, Missouri, on June 19, 2014.

Timothy Smyth,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.